The Hong Kong Daily Press.

No. 9620 第九千六百二十號 光緒十四年九月二十六日 HONGKONG, TUESDAY, OCTOBER 30TH, 1888. 二拜禮 香港英十月三十號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

October 29, DEEPDALE, British str., 1,715, John Sharp, Haiphong 26th October, General.—ADAMSON, BELL & Co.

October 29, DECCAN, British steamer, 2,022, P. D. Case, Bombay 10th October, and Singapore 21st, General.—P. & O. S. N. Co.

October 29, DJEMNAH, French steamer, 2,765, Vaquier, Shanghai 27th October, Mails and General.—MESSAGERIES MARITIMES.

October 29, SPINDRIFT, British steamer, 2,010, W. Hall, Japan and Amoy 27th October, General.—RUSSELL & Co.

October 29, NERBUDDA, British steamer, 1,948, T. E. Gillett, Amoy 28th October, General.—JARDINE, MATHESON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 29TH OCTOBER.

Ghazee, British str., for Singapore.
Soochow, British str., for Hoihow.
Septima, German str., for Kobe.
Melita, German str., for Hoihow.
Ningchow, British str., for Singapore.

DEPARTURES.

October 29, CHEANG TYE TENG, British str., for Swatow.
October 29, NECKAR, German str., for Europe.
October 29, AMOY, German str., for Shanghai.
October 28, LEANDER, British crus., for a cruise.

PASSENGERS.

ARRIVED.

Per *Deccan*, str., from Bombay.—For Hongkong.—Messrs. D. Dadabhoy, C. Ookarjee, B. Najucka, K. Eduljee, M. Cassumbhoy and servant, Mr. and Mrs. Lennard. For Shanghai.—Mr. and Mrs. D. E. I. Abraham, infant and 3 servants, and Mr. Eahema. From Singapore.—For Hongkong.—84 Chinese.

Per *Djemnah*, str., from Shanghai.—For Hongkong.—Mr. and Mrs. Botelho, 3 children, and amah, Miss H. Stone, Mrs. Rodrigues and child, Dr. MacGregor, Rev. W. J. While, Messrs. Tabor, P. J. Levy, and 11 Chinese. For Saigon.—Messrs. Autret and Leroux. For Singapore.—Messrs. Haffenden and K. Brown. For Marseilles.—Messrs. Angibourt and Torel. From Yokohama.—For Hongkong.—Rev. Petitbon, and Mr. Benoitrit. For Marseilles.—Mr. and Mrs. Meier and governess, and Mr. Yasuda.

Per *Spindrift*, str., from Japan.—Mr. and Misses Middows.

DEPARTED.

Per *Neckar*, str., from Shanghai.—For Genoa.—Mr. J. F. Schroeder, and Miss F. Bolay. For Southampton.—Mr. P. M. Palmer. For Bremen.—Messrs. Widmann and Wohlkow. From Japan.—For Singapore.—Messrs. Te Losen and Ingaraski. For Genoa.—Miss E. Wiegert. For Bremen.—Mrs. Tripler and 3 children, Messrs. C. Bornemann, S. Soyeta, and Arthur Kroger and 3 children. From Hongkong.—For Singapore.—Messrs. da Silva, Ting Chew Ming, Chu Kee Chan, Kan Hek Chan, Ho To Sang, and Wong Pat Fat. For Genoa.—Mr. Greig. For Bremen.—Messrs. O. Wegener and G. Herrlich.

Per *Fokien*, str., for Amoy.—Mr. Mongeardt.

REPORTS.

The British steamer *Nerbudda*, from Amoy 28th October, reports had fine weather throughout.

The British steamer *Deccan*, from Bombay 10th October, and Singapore 21st, reports had fine weather to Singapore; from thence to port stormy with heavy sea.

The British steamer *Deepdale*, from Haiphong 26th October, reports from Haiphong to Hainan Straits moderate N.E. winds; from thence to Hongkong strong E.N.E. wind with high sea.

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING will be held at the HONGKONG HOTEL, on THURSDAY, the 1st November next, at FOUR P.M.

H. J. H. TRIPP, C. C.

Hongkong, 18th October, 1888. [195

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

THE Undersigned have This Day been appointed SOLE AGENTS for the Sale of these Perfect Disinfectants, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra special terms for Shipping and large orders.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 1st October, 1888. [1824

THE PREMIER CHAMPAGNE IN CHINA IS THAT OF MESSRS. VEUVE BINET FILS ET CIE, OF REIMS. SHIPPED BY CUTLER PALMER & Co., Sold Solely by their friends MESSRS. JARDINE, MATHESON & Co.

N.B.—All Connoisseurs of Champagne should taste this. We are confident they will be more than satisfied with the quality, and surprised only at its moderate price. [959

BOARD AND RESIDENCE.

MRS. STAINFIELD, 55, Queen's Road East, has PRIVATE BOARD and RESIDENCE.

Good Accommodation, well furnished Rooms at a moderate rate.

Hongkong, 25th October, 1888. [1987

WING TAI & Co. SHIP'S COMPRADORES, STEVEDORES, AND COAL MERCHANTS.

FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE, No. 25, PRAYA CENTRAL.

安泰公司船辦 [296

TIMBER.

THE Undersigned, Agents for Messrs. E.E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd November, 1886. [3

謙 HIM TAI 泰 COAL MERCHANT, has always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

FOR SALE AT A MODERATE PRICE, No. 85, PRAYA CENTRAL. [533

NOTICE.

SANG LOONG GENERAL DRAPER AND HOSIER,

Begs to announce that he will Open his New Premises on WEDNESDAY, the 10th Oct., at No. 36, Lyndhurst Terrace, where he will show a large and varied STOCK of WINTER GOODS, &c., &c., and invites inspection.

Hongkong, 9th October, 1888. [1894

號 生 怡 YEE SUNG & Co. COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. Kwong Sung & Co., No. 68 PRAYA. [849

INTIMATIONS.

ATTENTION is directed to the following forms of Policies granted by the STANDARD LIFE OFFICE.

SECURED PAYMENT POLICIES. These are Policies by a fixed number of premiums, each premium securing a proportionate part of the sum assured in the event of the Policy being discontinued. For example, a person who is assured for £1,000 with premiums ceasing in 10 years, and who desired to discontinue his payments at the end of 5 years, would receive a Policy for £500, on which no further or ordinary premiums would require to be paid.

ENDOWMENT POLICIES. These Policies are payable to the Life assured on his attaining the age of 45, 50, 55, 60 or 65 or to his representatives, should he predecease the age agreed upon.

These two forms of Policies are specially suitable for residents in the East who are in a position to pay a moderate premium while in receipt of a good income, and who do not wish to be burdened with the payment of premiums when they retire to England, or from business.

Full particulars as to rates, &c., may be obtained on application to the BORNEO COMPANY, LIMITED, Agents, Hongkong.

STANDARD LIFE OFFICE.

INVESTED FUNDS EXCEED £6,500,000
ANNUAL INCOME EXCEEDS £900,000

849—2

W. BREWER IS NOW SHEWING MANY NOVELTIES IN CHRISTMAS & NEW YEAR'S CARDS, Consisting of

A Series of Hand Painted Cards on Satin illustrative of Chinese and Japanese Life beautifully painted, and with appropriate Mottoes.

Designs of Jinrickshaws, Junks, Sampans, with Mottoes.

Skeleton Leaves of China, hand painted and mottoed.

Pidgin English Sing Song Cards in a New Dress.

A Great Variety of Novelties in American and Continental Cards.

LETT'S DIARIES, 1889.
NORTH CHINA DATE BLOCKS.

WALTER W. BREWER, UNDER HONGKONG HOTEL.

27

KELLY & WALSH, LIMITED.

CHRISTMAS & NEW YEAR'S CARDS—Chinese Water Colour Panel Cards beautifully painted, "Chisai" Japanese Kakimonos in native box with suitable Greetings, Japanese Hand Painted Christmas Cards, Local Views in Groups and Single Subjects arranged as Xmas Cards, and the very best Productions of the best English Makers in the newest designs. Our Stock of Prang's High Class American Cards will arrive about the 1st November, fully three weeks before the latest mail date to reach home for Christmas.

Porcelain Panel Photographs of Ellen Terry as Portia, Mary Anderson, Miss Millett, Mary Moore, and other celebrated Beauties and Actresses.

Automatic Copying and Lead Pencils.

Quackenbosh's Spring Guns, with slugs, darts and spare Springs.

Photogravures from the most celebrated Modern Pictures, framed and unframed.

Just Published, price, 75 Cents.

HOW TO WRITE THE RADICALS, being an introductory method to writing Chinese, by J. Dyer Ball.

KELLY & WALSH, LD., HONGKONG.

26

LANE, CRAWFORD & Co. ARE NOW SHEWING THEIR NEW STOCK OF

FENDERS,

FIRE IRONS,

FIRE DOGS,

DRAWING ROOM ASH PANS,

COAL VASES,

FIRE SCREENS,

NURSERY GUARDS.

LANE, CRAWFORD & Co.

Hongkong, 27th October, 1888. [28

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

1838 1888 1888

AUTUMN & WINTER SEASONS NEW GOODS IN ALL DEPARTMENTS.

LATEST NOVELTIES

EX ENGLISH, FRENCH, AND GERMAN MAILS,

NOW OPENING OUT

NEW AUTUMN AND WINTER DRESS GOODS:—

SILKS, SATINS, PLUSHES, JERSEYS, SILK CASHMERE, and LISLE THREAD HOSIERY, SUNSHADES, UMBRELLAS, TOWELS, BLANKETS, FLANNELS, QUILTS, LONG CLOTHS, TABLE LINENS, JAPANESE EMBROIDERY GOODS, SCREENS, TEA and COFFEE SETS, ELECTRO-PLATED WARE, TRAVELLING TRUNKS, STATIONERY, &c., &c.

JUST LANDED.

A Splendid Variety of SUITINGS and TROUSERINGS, the Largest, Choicest, and most Fashionable STOCK ever imported to Hongkong.

SADDLERY DEPARTMENT.

PIGSKIN SADDLES (4 to 8 lbs.), BRIDLES and BITS, SADDLE CLOTHS, SUITS of CLOTHING, WHIPS, CURRY COMBS, BRUSHES and all STABLE REQUISITES.

NOTICE TO RIFLE AND ROWING CLUBS.

An immense Stock of HANDSOME TROPHIES suitable for the above.

NOW ON VIEW AT EXCEPTIONALLY LOW PRICES.

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

Hongkong, 26th October, 1888. [1920

INTIMATION.

THE NEW YORK LIFE INSURANCE COMPANY. ESTABLISHED 1845.

TOTAL ASSETS ON 1 JANUARY, 1888	£16,976,616
AMOUNT ASSURED	£73,853,048
SURPLUS BY NEW YORK STATE STANDARD	£ 2,437,612

The Company is a purely Mutual one, no liability is incurred by the Policy Holders and profits are divided among them exclusively. Of the three largest life insurance companies in the world, the ratio of Death Losses to (1) Premia, (2) to Interest, and (3) to Insurance in Force, in 1887, was lowest in the NEW YORK LIFE, whilst Interest receipts, since 1845, have exceeded losses by death by over £600,000, showing careful selection of lives and careful investment of money.

BIRLEY, DALRYMPLE & Co., Agents, Hongkong.

Hongkong, 3rd July, 1888. 1249

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .... £2,000,000.
PAID UP .... £ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER, Manager, Hongkong Branch.

Hongkong, 12th March, 1887. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $7,500,000
RESERVE FUND 4,000,000
RESERVE LIABILITY OF PROPRIETORS 7,500,000

COURT OF DIRECTORS:—
Hon. JOHN BELL-IRVING—Chairman.
W. H. FORBES, Esq.—Deputy Chairman.
C. D. Bottomley, Esq. | S. C. Michaelsen, Esq.
W. G. Brodie, Esq. | J. S. Moses, Esq.
H. L. Dalrymple, Esq. | L. Poesnecker, Esq.
J. F. Holliday, Esq. | N. A. Siebs, Esq.
Hon. B. Layton, | E. A. Solomon, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, 4th September, 1888. [9

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, 1st September, 1887. [10

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

SUNDAYS.
CHURCH TRAM at 10.40 A.M.
½ past 12 to ½ past one every quarter of an hour, and from
4 to 8 P.M. every quarter of an hour.

Single Tickets are sold in the Cars; Five-Cent Coupons and REDUCED TICKETS at the Office of

MACEWEN FRICKEL & Co., General Managers.

Victoria Exchange, 50 & 52 Queen's Road,
Hongkong, 11th October, 1888. [1023

NOTICE.

FROM the First November next the SHANGHAI BUTCHERY will be prepared to SUPPLY BRAWN LARD in Bladder, Fresh and Pickled ENGLISH PORK SAUSAGES, &c.,

ALSO,

BEEF in Joints & Corned, BLACK PUDDINGS, PORK and GAME PIES.

S. R. GALE.

Shanghai, 21st September, 1888. [1931

MITSUI BUSSAN KAISHIA, SOLE AGENTS FOR THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any steamer lying in the Harbour or coming alongside the Kowloon Wharf on application to the Undersigned.

Y. FUKUHARA, Acting Manager.

Hongkong, 20th January, 1888. [188

AUCTIONS.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 5th day of November, 1888, at 4.30 P.M., are published for general information.

By Command,

FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th October, 1888.

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of November, 1888, at 4.30 P.M., by Order of HIS EXCELLENCY THE GOVERNOR, of ONE LOT of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years. [2010

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.W.	S.	W.	Contents in sq. ft.	Annual Rt.	Upset Price.
1	Inland Lot No. 1,206	Peak Road	339 feet	306 feet	126 feet	32,000	$ 148	$ 480

PROSPECTUS.

SINGAPORE HOTEL COMPANY, LD.

INCORPORATED UNDER THE "INDIAN COMPANIES' ACT, 1866."

CAPITAL: $750,000 (with power to increase), divided into 7,500 shares of $100 each, payable as follows:—

$20 ON APPLICATION. $20 ON ALLOTMENT.

Further Calls not exceeding $20 each, to be made at intervals of not less than three months.

(It is not expected that more than $55 per share will be called up before the end of 1889.)

If no allotment be made, the deposit will be returned in full.

Share Lists will close on 14th November, 1888

DIRECTORS:

WILLIAM ADAMSON, Esq., (Messrs. GILFILLAN, WOOD & Co.)

ANDREW CURRIE, Esq., (The BORNEO COMPANY, LIMITED.)

WILLIAM DOUGAL, Esq., (Manager, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.)

HON'BLE J. FINLAYSON, M.L.C. (Messrs. BOUSTEAD & Co.)

J. P. WADE GARDNER, Esq., (Manager, HONGKONG & SHANGHAI BANKING CORPORATION.)

HON. H. W. GEIGER, M.L.C., (Agent, PENINSULAR AND ORIENTAL STEAM NAVIGATION Co).

W. E. HOOPER, Esq. (Messrs. A. L. JOHNSTON & Co.)

O. MUHRY, Esq., (Messrs. BEHN, MEYER & Co.)

THOS. SCOTT, Esq., (Messrs. GUTHRIE & Co.)

TH. SOHST, Esq., (Messrs. PUTTFARCKEN & Co.)

C. STRINGER, Esq., (Messrs. PATERSON, SIMONS & Co.)

BANKERS:

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

HONGKONG & SHANGHAI BANKING CORPORATION.

SOLICITORS:

MESSRS. DONALDSON & BURKINSHAW

SECRETARY (pro tem.)

JAMES KERR, Esq.

HEAD OFFICE:

SINGAPORE.

This Company has been formed for the purpose of supplying the want which has been felt for many years past, of a well-planned and well-fitted modern hotel of sufficient dimensions to accommodate the large and constantly growing passenger traffic through Singapore, as well as supply the great demand for temporary or permanent residential chambers.

Singapore is the chief town of the British Crown Colony of the Straits Settlements, and is a leading place of call and coaling port on the great steam lines of communication with the Far East. It is moreover the centre of an extensive trade with India, China, the Dutch Indies, the Philippines, Siam and other countries.

The present hotel accommodation in Singapore is quite inadequate, and it is proposed to acquire the fine site now partly occupied by the Hotel de l'Europe, and build thereon a hotel of much larger dimensions, and greatly improved construction and arrangement. Fully detailed plans have been prepered and the engagement of a first-class Manager is already secured.

Prospectus and Forms of Application may be had at any of the Agencies of the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION and the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, or Mr. D. MCCULLOCH.

A certain number of Shares will be reserved by the Directors for Allotment to Hongkong Applicants.

APPLICANTS OF SHARES will have to pay 1 per cent. extra for the difference in Exchange between this Port and Singapore.

Hongkong, 16th October, 1888. [1917

FOR SALE, WHOLESALE AND RETAIL.

WATERBURY WATCHES, THE HANDIEST, CHEAPEST, & BEST TIMEKEEPERS INVENTED.

$3. PRICE THREE DOLLARS EACH $3

REPAIRS NEVER EXCEED 50 CENTS FOR EACH WATCH.

THE MITSUI BUSSAN KAISHIA, (Sole Agents in Japan & China for the Sale of the above Watches), 10, Queen's Road Central, Opposite Marine House.

Hongkong, 30th August, 1888. [1553

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "LAERTES," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th instant.

Goods undelivered, after the 31st inst., will be subject to Rent. All damaged Goods must be left in the Godowns where they will be examined at 11 A.M., 31st inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd October, 1888. [1941

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, PENANG, AND SINGAPORE.

THE Steamship "GLENORCHY," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, AT KOWLOON, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TODAY.

Cargo remaining undelivered after the 30th instant, will be subject to rent.

No Fire Insurance has been effected. Consignees are also requested to present all claims for damages and/or shortages not later than the 5th Nov., otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 23rd October, 1888. [1980

TO CONSIGNEES OF OPTIONAL CARGO EX O. S. S. CO.'S S. S. "PALAMED," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 30th inst., for shipment per steamer "BELLEROPHON."

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1888. [196

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "PALAMED," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godowns on and after the 25th inst.

Goods undelivered after the 1st proximo, will be subject to Rent. All damaged Goods must be left in the Godowns where they will be examined at 11 A.M. 31st inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1888. [1964

STEAMSHIP "ANADYR."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, Ex S. S. "GUADALQUIVIR," Antwerp, Ex S. S. "ROMANUL," and Bordeaux, Ex S. S. "EYRIAND DES VERGUES," and "MARIE," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY (THURSDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 1st November, at NOON, will be subject to rent and landing charges at One Cent per package per diem.

All Claims must be sent in to me on or before the 3rd November (SATURDAY), or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th October, 1888. [2

NOTICE.

AN ANNUAL SESSIONS of HER MAJESTY'S JUSTICES OF THE PEACE will be held in the JUSTICES' ROOM at the Magistracy on TUESDAY, the Thirteenth day of November, A.D. 1888, at ELEVEN O'CLOCK IN THE FORENOON, for the purpose of considering the applications for SPIRIT LICENCES for the year 1888-1889.

H. E. WODEHOUSE, Police Magistrate, For the Police Magistrates.

Magistracy, Hongkong, 25th October, 1888. [1998

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a LIST OF THEIR CONTRIBUTIONS for the year ending 31st December last, in order that the DISTRIBUTION OF THE PROFITS reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Company, Ltd.

Hongkong, 16th October, 1888. [1938

MODES DE PARIS.

MELLE. A. CHEVALLIER, FRENCH MILLINER, 31, WYNDHAM STREET, FIRST FLOOR, COLLEGE CHAMBERS.

Has just received from Paris a large choice of WINTER HATS, DRESSES, MANTLES, and SUNDRY ARTICLES of CLOTHING for LADIES and CHILDREN.

Hongkong, 20th October, 1888. [1360

APOLLINARIS WATER.

THE Undersigned have been appointed by the APOLLINARIS COMPANY, LIMITED, SOLE AGENTS for

APOLLINARIS WATER, IN CHINA AND HONGKONG.

Prices:—
Per Case of 48 Quarts .... $8.
Do. 48 Pints .... $8.

N.B.—An allowance is made of $2.66 per 100 Quarts, and $1.33 per 100 Pints, for Empty bottles when returned to our Godowns.

CALDBECK, MACGREGOR & Co., 2, Pedder Street.

Hongkong, 25th October, 1888. [1992

PORTLAND CEMENT. J. B. WHITE & BROS. SOLE AGENTS FOR CHINA, HOLLIDAY WISE & Co.

Hongkong, 11th April, 1888. [1732

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers. [918

TO BE LET.

TO LET. IMMEDIATE POSSESSION.

BUNGALOW No. 35, Pokefulum Road and Third Street.

OFFICES & SHOPS in "BEACONSFIELD ARCADE," Queen's Road.

"ROCKYDA," Gap, The Peak. Rent moderate.

Apply to BELILIOS & Co.

Hongkong, 26th October, 1888. [1996

TO BE LET.

A SMALL EUROPEAN HOUSE at Wanchai and GODOWNS 50D and 51 and 52, PRAYA EAST.

Apply to LINSTEAD & DAVIS.

Hongkong, 1st June, 1888. [1048

PEAK. MOUNT KELLET.

BUNGALOW, UNFURNISHED, TO BE LET—from 1st October to 16th May next, at reduced rate.

Apply to EDUARD SCHELLHASS & Co.

Hongkong, 27th September, 1888. [1798

HONGKONG WHARF & GODOWNS

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Entire GODOWNS to LET.

Apply to MEYER & Co.

Hongkong, 2nd July, 1887. [1246

TO BE LET, WITH IMMEDIATE POSSESSION.

2 DESIRABLE HOUSES in Caine Road, West End Terrace, opposite to Rose Villas.

Apply to SPANISH PROCURATION, No. 14, Caine Road.

Hongkong, 10th May, 1888. [912

TO LET.

DESIRABLE COAL GODOWNS, 23, Praya East. FROM 1ST MAY, 1888.

Apply to LINSTEAD & DAVIS.

Hongkong, 12th April, 1888. [734

TO BE LET.

A DELIGHTFULLY SITUATED and WELL FURNISHED HOUSE.

A PORTION of "BEACONSFIELD ARCADE."

"BREEZY POINT," Immediate Possession.

"BISNEE VILLA," POKFOLUM.

GODOWNS at BOWRINGTON.

Apply to SHARP & Co., Marine House.

Hongkong, 9th June, 1888. [330

TO LET.

NOS. 53, 55, 57, PEEL STREET, opposite UNION CHURCH.

Apply to EDWARD GEORGE.

Hongkong, 6th October, 1888. [1865

TO LET, POSSESSION ON THE 1ST NOVEMBER NEXT.

HOUSE No. 25, ELGIN STREET.

Apply to J. M. DOS REMEDIOS, at J. J. DOS REMEDIOS & Co.

Hongkong, 20th October, 1888. [1959

TO LET.

ROOMS IN "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 13th July, 1888. [44

BOARD AND LODGING.

MRS. BOHM is prepared to receive BOARDERS by the month, week or day at reasonable rates. Well Furnished, Airy Rooms. No. 137, Queen's Road East.

Hongkong, 21st September, 1888. [1760

SQUARE BOTTLE WHISKY NAPIER JOHNSTONE'S BLEND Superb Quality, CUTLER, PALMER & Co.'s SELECTION.

Apply to LANE, CRAWFORD & Co., Hongkong.

1711

J. MARINBURK MANUFACTURER OF FIRST CLASS FURNITURE AND UPHOLSTERY, COLLEGE CHAMBERS.

DRAWING ROOM AND DINING ROOM SUITS, LOUNGES AND EASY CHAIRS, SIDEBOARDS, WARDROBES, DRESSING TABLES AND MARBLE TOP WASHSTANDS, MANTEL AND CONSOLE GLASSES.

SILK PLUSHES IN VARIOUS COLOURS. TAPESTRIES IN LATEST DESIGNS.

GREAT REDUCTION IN PRICES.

Hongkong, 26th April 1888. [11

AFONG, PHOTOGRAPHER Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos. of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.

IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS OF PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICE HOUSE LANE. [38

PHOTOGRAPHS! PHOTOGRAPHS! PHOTOGRAPHS!

THE Undersigned begs to inform the Public that he has just received New Instruments of the latest invention for Photographing in all its Branches, and respectfully solicits the patronage of those wishing to be photographed. To ensure the excellence of all his productions he has called to his assistance a thoroughly experienced man from his famous Studio in Nagasaki.

Charges are extremely low, and punctuality and dispatch guaranteed.

Orders to take Groups or Objects out of doors instantly responded to.

Photographs taken in any weather.

H. UYENO, ICE HOUSE, Queen's Road.

Hongkong, 13th October, 1888. [1922

GUARANTEED the best Quality HOLLANDS GIN in Stone Bottles, at $5 per dozen, also PUNCH, CURACAO, PERSICO, ANISETTE, &c., &c.

GOOD ENGLISH DOUBLE BARRELED BREECH LOADING GUNS, 12 Bore, the latest improvement, in Boxes, with everything complete. Price, $45, &c., &c.

J. F. SCHEFFER, 21 & 23, Pottinger Street.

Hongkong, 5th July, 1888. [1276

TO THE DEAF.

A 132 paged Illustrated Book on Deafness, Noises in the Head, how cured at your homes. Send 6 Stamps. Address Dr. NICHOLSON, 5, Old Court House Street, Calcutta.

Calcutta, 28th September, 1888. [1980

NEW ADVERTISEMENTS.

NOTICE TO MARINERS.

NOTICE is hereby given that a SUBMARINE MINEFIELD for experimental purposes will be laid on the South side of STONE CUTTERS' ISLAND from the 29th instant.

The Field will extend between 2,000 to 3,000 feet in a North and South direction from the centre of the Island, and in an East and West direction about 2,000 feet.

The South boundary will be marked by two red and white buoys with a beacon on each, formed by a paraffin oil tin painted red and white, 3 feet above the buoy.

All Ships, Junks and other Vessels are cautioned to keep to Southward of these boundary Buoys.

R. MURRAY RUMSEY, R.N., Harbour Master, &c.

Harbour Department, Hongkong, 26th October, 1888. [2015

TO LET.

A THREE-FLOORED HOUSE No. 1104, ARSENAL STREET, near Blue Buildings. It is well ventilated and neatly finished. The UPPER FLOORS are suitable for European Residence, and the GROUND FLOOR is suitable for a European Shop.

For Particulars, apply to J. M. ARMSTRONG, Auctioneer.

Hongkong, 30th October, 1888. [1207

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship "TAISANG," having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 4th November, will be subject to rent.

No Fire Insurance has been effected. Consignees are also requested to present all claims for damages and/or shortages not later than the 10th November, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th October, 1888. [2019

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG, AND SOURABAYA.

THE Company's Steamship "NERBUDDA," Captain Gillett, will be despatched as above TO-MORROW, the 31st inst., at NOON.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 29th October, 1888. [2018

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, AND MELBOURNE, VIA FOOCHOW.

THE Company's Steamship "TSINAN," Allison, Commander, will be despatched as above on THURSDAY, the 1st November, at DAYLIGHT.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th October, 1888 [2017

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $2 PER SHARE has This Day been declared, being further INTEREST ON CAPITAL to 31st December, 1887, at the rate of 4 per cent. per Annum (making the total Interest on Capital for 1887 14 per cent.)

WARRANTS may be had on application at the above Office on and after MONDAY, the 29th instant.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 27th October, 1888. [2013

A. S. WATSON & Co., LIMITED.

AN INTERIM DIVIDEND on account of 1888 at the Rate of 6½ Dollars per Share in the Capital of the Company will be payable at the HONGKONG & SHANGHAI BANK on and after the 5th Proximo, on Warrants to be obtained of the undersigned.

The REGISTER OF SHARES will be CLOSED from Thursday, the 1st Proximo, till Monday, the 5th Proximo, both days inclusive, during which period *No Transfer of Shares* can be Registered.

By Order,

JOHN WILLMOTT, Acting Secretary.

Hongkong, 27th October, 1888. [2014

FOR SALE.

THE following Materials used in Stowing Cargo are always kept on hand:—

Dunnage Mats .... Tls. 1.25 per 100 pieces
" ½ inch Planks, " 1.25 per 100 "
" 1 " " 1.80 per 100
Split Bamboos .... " 0.07 per Bundle.

The above rates include delivery on Board either at Shanghai or Woosung, all orders promptly executed.

CHEAP JACK & Co., Shipchandlers, &c., Shanghai.

Shanghai, 4th August, 1888. [1499

BORNEO TIMBER.

THE BRITISH BORNEO TRADING AND PLANTING COMPANY, LIMITED.

Are prepared to supply NEW & VALUABLE TIMBERS for Ship and House Building, Furniture, Wharves, &c., in round or square Logs, Beams, or Sawn to any specification. Small samples can be seen at the Office, where also Price List and Description can be obtained, and larger samples at our Godowns, East Point. The above Company have arranged for Regular Shipments to be made by the *Provincia*, *Parana*, and other large steamers direct to this port.

JARDINE, MATHESON & Co., Agents.

Hongkong, 24th October, 1888. [1982

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 6th August, 1885. [31

INTIMATIONS.

1888. NOW READY. 1888.

THE CHRONICLE AND DIRECTORY FOR 1888,
With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-SIXTH ANNUAL ISSUE).
COMPLETE, WITH APPENDIX, PLANS, &c., &c.,
Royal 8vo., pp. 1,200......$5.00.
SMALLER EDITION, Ryl. 8vo., pp. 816......$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk.

A. S. WATSON & Co., LIMITED

OUR NEW SEASON'S
FLOWER AND VEGETABLE SEEDS
ARE NOW READY.

Flower, Parcels of 50 Packets, price, $10.00
" " of 20 " " 5.00
Vegetable " of 45 " " 7.50
Single Packets at list prices.

SPECIAL FLORIST'S SEEDS.
In Packets of six or more named varieties, viz:—
CLOVE PINKS—PANSIES—PHLOX—
HOLLYHOCKS—PORTULACA, VERBENA AND PETUNIA.

MIGNONETTE MACHEL
(The New Variety).

PRICED CATALOGUE ON APPLICATION.

THE HONGKONG DISPENSARY.
Hongkong, 31st August, 1888. [24

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE No. 12.

The Daily Press.

HONGKONG, OCTOBER 30TH, 1888.

In another column will be found a letter by "Fire Plug" on the Tytam water supply and fire extinction. Our correspondent is in error in supposing that the mains are only to be charged for a certain time each day; they are to be charged all day and night continuously all over the town. The water will be turned on in the course of the next few days, but of course it will take some weeks before the entire system can be brought under constant pressure, as in several streets new connection mains will have to be laid. When this has been done it will be readily ascertained what effect the new supply will have on the extinction of fires. As the Surveyor-General said at the meeting of the Finance Committee on Saturday, it would be rash to abolish or reduce the number of engines, but on the other hand we can scarcely follow the Acting Colonial Treasurer and Superintendent of the Fire Brigade in his pessimistic forecast of the inutility of the Tytam supply for fire extinction purposes. It cannot be otherwise than useful to be able to turn on the hose as soon as the firemen arrive on the scene instead of having to wait, as at present, for ten minutes or a quarter of an hour. Even on the Praya and in Queen's-road it will be possible to turn on water from the mains before the streams from the harbour come into play, and the farther up the hill the fire happens to be the greater will be the advantage of the new supply. In the case of the recent fire in Lyndhurst Terrace, for instance, the firemen, in the absence of water, had simply to stand and look on while the flames ran from house to house before water was obtained from the harbour. The great point is to get the water turned on at the commencement and stop the fire in its incipient stage; and to screw a hose on to the street main must necessarily be a more expeditious way of obtaining water, provided the mains be charged, than to get steam up in the engines, get them into position, and pump water from the sea. For fire extinguishing purposes it seems, indeed, impossible to overrate the importance of the new supply. Possibly the Hon. H. E. WODEHOUSE was under the same impression as our correspondent and thought the mains were not to be charged continuously. As to the sufficiency of the Tytam supply, there can be no doubt about that at present. As the city grows it may become necessary to economise the water by turning it on only for a *certain* number of hours per day, but the supply will be found sufficient for a continuous supply for years to come. No doubt there would be a good deal of waste if no check were applied, but presumably the same checks which prevent waste in other large towns will do so here. If it should be found necessary to limit the general supply, then of course special mains for fire purposes will have to be laid and kept constantly charged.

The Hon. J. BELL-IRVING'S announcement that the disbanding of the Volunteer Fire Brigade is under consideration will have been received with general regret. The Brigade has in its time rendered magnificent services to the colony, and the *esprit de corps* and friendly feeling which prevail amongst its members, who so often have to work together, has caused membership to be looked upon as a highly prized privilege. But although it is impossible to view the disbanding of the Brigade without some regret there are cogent reasons for the step. The cost of the Brigade has hitherto been borne by the two local insurance companies, who, with great generosity, have voluntarily borne this tax for many years. But of late, in view of the fierce competition of the home and foreign companies, a feeling has grown up amongst the shareholders of the local companies that to go on paying this voluntary tax, while the other companies contribute nothing, is somewhat quixotic. An attempt was made to exact a contribution from the outside companies by legislation, but the Bill was of such a decidedly protectionist character in favour of local interests that it had to be abandoned. Looking at the matter from a shareholder's point of view, the best way of establishing equality between the local and outside companies is for the former to cease the voluntary contribution they have hitherto made to the fire extinguishing arrangements of the colony. In London insurance companies are required to pay a special rate for the support of the Fire Brigade, but the opinion is rapidly growing that the duty of fire extinction belongs exclusively to the municipal authorities and ought to be paid for by a general rate. This principle has now been applied in Bombay, where formerly fire insurance companies were compelled to pay a speciality tax for the cost of maintaining the Brigade, the minimum tax being five hundred rupees and the maximum one thousand. By the new Municipal Act this tax is swept away, and henceforth the whole charge of protecting the city from loss by fire will devolve on the ratepayers at large. Bombay, if we remember rightly, was one of the places cited as an example when it was proposed to tax fire insurance companies doing business in Hongkong, but we think the later example of that city is more worthy of imitation than its former one.

There is another reason, besides the pecuniary one, which will probably have some influence in causing the local companies to come to the decision foreshadowed by Mr. BELL-IRVING on Saturday. With the great increase in the number of fires during the last few years the calls on the firemen's time have become proportionately larger, and in mercantile offices it has been found practically inconvenient to have members of the staff called away so frequently. It is true most of the fires occur at night, but the heads of houses may not unreasonably suppose that men who have to attend fires two or three nights a week may not be quite so well up to their work as if they had a proper amount of rest. Besides this there is the liability to accident, which may totally incapacitate a man for business for a longer or shorter period. This has happened several times, and although Mr. Ross's case has been the only one in the Volunteer Brigade attended with permanent injury, the risk incurred has been brought home rather forcibly in the others. The fact is that Hongkong has outgrown its Volunteer Fire Brigade, and that the duty of extinguishing fires now calls for men specially told off for the purpose and whose principal business it should be. The new water supply will undoubtedly diminish the extent of fires, but the number of outbreaks will naturally increase as the city grows, and the calls on the firemen will become more numerous. It is impracticable for volunteers who have their own business to attend to to respond to all the alarms, and for this reason the more prudent course is to relegate the whole of the duty to a paid brigade, which should always have a certain number of men on duty so as to be able to respond to an alarm at a moment's notice at any hour of the day or night.

There were 1,318 visitors to the City Hall Museum last week, of whom 180 were Europeans.

The Superintendent informs us that the P. & O. steamer *Kashgar* left Bombay on Saturday for this port.

The Agent informs us that the P. M. steamer *City of New York*, with mails, &c., from San Francisco to the 9th October, has arrived at Yokohama, and will leave for this port to-day.

The *Japan Mail* states that a telegram received in Yokohama on the 19th inst. announces that there is no business in silk in New York, in consequence of the duty on ribbons having been reduced to twenty per cent. The message describes the condition of affairs as amounting "almost to a panic."

At the Mixed Court at Shanghai, on the 26th October, a Chinaman created quite a scene. He had, the *N. C. Daily News* says, been locked up by the Police for creating a disturbance in a theatre on the previous night. Professing to be a Mandarin on his way home by order of the Emperor, he defied the Magistrate to try him, at the same time grossly insulting the Magistrate, who, considering that the man was mad, ordered him out of Court.

We *(Mercury)* regret to learn that Lieutenant von Hirsch, of the Austrian Consular service, is prevented by an ophthalmic complaint from returning to his post in Shanghai immediately; he went home in the spring to serve a certain term in the Army in his capacity as a lieutenant of reserve. Mr. Biehler, of the Austrian Consulate in Bombay, is on his way to take over the Consulate-General in Shanghai, which, in the meantime, is in charge of Mr. Karl Bock, Consul for Sweden and Norway.

The *Singapore Free Press* says:—We hear that a letter has been received by Mr. T. Sohst from His Excellency the Governor about the formation of a special corps of constabulary from among the German and Swiss residents in Singapore. Negotiations are now also going on to include residents of Dutch and other foreign nationalities. The uniforms are to be of a simple character, and these and the necessary arms will be supplied at Government charge. A meeting to consider this subject will be held in the Teutonia Club, with Dr. Frensberg, German Consul, in the Chair.

The rapid development of the cotton spinning industry in Japan begins to direct public attention to the question of how to obtain supplies of raw material. The total production of cotton throughout Japan is estimated at five million *kwamme*—about 41 million lbs.—and of this total it is said that the spinning mills already consume nearly two million *kwamme*. The consequence is that the market price of the home-grown staple threatens to be disturbed. The mill-owners are therefore anxious to procure supplies from China, but import duty stands seriously in the way. They have despatched a delegation to the capital to petition the Government either to abolish or reduce the rate of taxation. We really do not see why the import duty on raw cotton should not be abolished altogether. This would be a perfectly sound and legitimate manner of encouraging a nascent industry. It would be entirely in accord with the policy of Great Britain and Foreign Powers could not possibly object to the abolition of a general import duty, though they might oppose its imposition or increase.—*Japan Mail*.

A fire insurance company has been started in Tôkyô, says the *Japan Mail*, under the auspices of leading merchants, such as Messrs. Shoda, Yoshikawa, Kawada, Abe, Kondo, and so forth. It has been a source of surprise to many that something of the kind was not done before, but, after all, few enterprises of a less inviting nature can well be conceived. The very first requisite of such a company is not forthcoming. There are no trustworthy statistics of fires in Tôkyô, extending over a sufficient number of years to form a basis for calculating rates. Foreign insurance agencies charge a premium varying from one-half to three per cent. on risks in Japan, but upon what figures they originally fixed their rates nobody knows. It must have been mere guess-work. So it has to be with Japanese also. And such a common feature of every-day life have conflagrations become in Tôkyô, that moneyed men shrink from investing any capital in so hazardous a business as insurance. Thus the projectors mentioned above are said to have come to the conclusion that something of the nature of a co-operative business is alone possible. Only members of the association will be insured. Each will pay a certain rate on the value of his destructible property, and a fund will thus accumulate, out of which losses can be paid. Should any surplus remain at the end of a fixed term of years, it shall be regarded as the property of the shareholders.

We are informed by the Agent that the Austro-Hungarian Lloyd's steamer *Elektra*, from Trieste, left Singapore for this port yesterday.

The Band will play at the Officers' Mess, Murray Barracks, this evening, commencing at eight o'clock. The following is the programme:—

March	"Triumphant"	Smith.
Overture	"Flotte Bursche"	Suppe.
Valse	"Tendresse"	Waldteufel.
Aria	"West is Patrol"	
Fantasia	"Rem. of Rossini"	Godfrey.
Fantasia	"Rem. of Costa"	Winterbottom.

A case which has excited great interest at Singapore was brought to a close on the 18th instant, when the Chief Justice delivered judgment. Mr. Elphick, a Veterinary Surgeon, was a member of the Singapore Sporting Club, but, although his profession was known at the time he was admitted, certain of the members afterwards took exception to him on the ground, as alleged, that he was connected with a training establishment, where he doctored the horses, and finally the Committee declined to receive his entries. On the trial it appeared that certain members of the Committee were themselves partners in a rival training establishment, and although they described themselves as sleeping partners, the Judge said they might wake up at any moment. Judgment was given for the plaintiff, with $50 damages, and a rule of the Club against which the plaintiff complained was declared illegally passed and void.

The *N. C. Daily News* translates the following from the *Shen-pao*:—Round Chang-hwa and Kasee in Formosa, the insurgents are in considerable force, and Governor Liu Ming-chuan having written to request the Admiral to raise a force at Amoy, on 16th October 500 braves were ready to start. The steamer *Formosa*, leaving Amoy on that date, conveyed 150 men to Tamsui, and the *Fokien* took over reinforcements on the 18th October. The ringleaders of the insurgents are two men named Shi How-tuan and Hü T'ieu-ch'ang. They demand abolition of likin, lightening of the salt-tax, and abolition of land-tax, before they tender their submission. The salt-tax collector's offices at Lokkong and at Anping have been broken into at night, and robbed, and at Anping the officials found therein were tied tightly up, but not otherwise injured.

In the case in which Mr. T. L. Gosling is charged at Singapore with dealing in Manila lottery tickets, Mr. Joaquim, who appeared for the defendant, said that he would ask for an adjournment as he had written to Hongkong for the decision given in a similar case by Sir George Phillippo, Chief Justice. That case, wherein a seizure of 8,000 Manila lottery tickets had been made, was quashed and the tickets ordered to be restored to the owner. The learned Judge held that, being in friendly commercial relations with Spain, we had no right to interfere with any source of revenue derived by that country, and the Manila lottery was a recognized Government institution whereby revenue was derived. The Court asked whether an Ordinance similar to the one there was in force in Hongkong. Mr. Joaquim said that he did not know, and it was agreed to take the evidence of the witnesses, cross-examination being reserved. The grounds of Sir George Phillippo's decision were, if our recollection serves us aright, very different from those stated by Mr. Joaquim.

One of the most interesting of the many meetings which are held in Hongkong is that of the shareholders in and subscribers to the City Hall. As will be seen from our report in another column, leaving out the official members present, the public on the occasion was represented by one, Dr. Jordan. The Chairman having in a short speech moved the adoption of the report and accounts, which another member of the committee seconded, and the motion having been adopted, the business was over. One of the members of the committee, however, being facetiously inclined, suggested that Dr. Jordan, as the only representative of the public present, should take some active part in the meeting, in which remark he was supported by the worthy Chairman, who gave it as his opinion that "Jordan should do something." The "sole representative of the public" being thus urged, judging discretion the better part of valour, did not venture on criticism, but amid considerable laughter proposed a vote of thanks to the Chairman and committee. The Chairman and committee then carried the vote of thanks to themselves without a dissentient voice, and the Chairman having thanked Dr. Jordan for his kind expressions, the meeting broke up, every one being in a highly good humour.

The *Singapore Free Press* says:—We notice the return to the settlement of the veteran colonist J. W. Walter Knaggs, who brings with him a mining staff, consisting of a secretary, J. W. Dane, and Captain James Rowe. The latter is one of the experts previously sent out by Messrs. Taylor and Sons of London, the eminent mining engineers, to report on the auriferous country situated on the right bank of the Jellai, a tributary of the Pahang River. This district was discovered in 1885 by Mr. Gower and Mr. Knaggs, and conceded to them by the Sultan of that country. A mining mechanic and three Cornish miners are also with him, together with a complete equipment of machinery, stores, etc., for commencing operations and further prospecting. We trust that Mr. Knaggs and the Malayan Pahang Concession Company, Ltd. of London, whose interests he represents, will achieve all the success which their enterprise deserves. It is rather a drawback that the party should be under the necessity of commencing operations at such an unseasonable time of the year. Experience and energy together, however, will doubtless surmount the difficulties arising from this cause, and enable the new enterprise to make substantial progress. We are told that Mr. Knaggs has been assured that he may rely on the co-operation and assistance of the local authorities under the new regime at Pahang. This is a satisfactory guarantee that the operations of the Company will not be hampered by any obstacles arising from external interference.

THE CITY HALL.

A meeting of the subscribers and shareholders to this institution was held yesterday afternoon in the Library. There were present:—Hon. J. Bell-Irving (Chairman), Hon. B. Layton, Messrs. W. H. Forbes, H. L. Dalrymple, and H. N. Mody (Committee), Dr. Jordan, and Mr. H. L. Dennys (Secretary).

The CHAIRMAN said—Gentlemen, the report, which we may take as read, will, I think, be deemed highly satisfactory. In November, 1869, when the City Hall was opened, it appeared doubtful whether the attempt to provide such a large building, chiefly for the purpose of amusement and recreation, might not have been somewhat too ambitious, and if the promoters and other subscribers to the building fund had had for their object the obtaining of a large dividend upon their investments rather than the benefit of the community, it seems certain that the Committee could not have regarded so favourably the report they now present. In addition to the business details recorded in the report I think it right to mention that the policy of former years has been adhered to during the past one, and the Theatre and St. Andrew's Hall have been granted for charitable and useful public purposes, in many cases free of charge, except for actual outlays, while the number of visitors to the Library and Museum, which are open to the public, shows that those portions of the building continue to be appreciated by a large section of the community. Since our last meeting, a large outlay has been incurred in providing iron pillars in the library and decorating and altering the theatre, and when this is taken into account, I think we may congratulate ourselves that such a considerable balance remains in the Honorary Treasurer's hands. Without a reserve in hand, however, it would be difficult to tide over the summer months, during which there are, as a rule, but few incomings, while the expenses for repairs and upkeep are necessarily heavier. Now that all the wooden pillars have been replaced by iron ones, I think we shall be able to keep the building in good order for an expenditure somewhat less than that of former years; but this advantage is to a great extent counterbalanced by the fact that the rates chargeable for the use of the Theatre, Ball Room, &c., have been considerably reduced from the scale established when the institution was first opened. We have this consolation, however, that the public will probably make even greater use of the premises, and at all events will support us with funds, if it be found impossible to balance our revenue and expenditure. If there are no questions to be put, I move the adoption of the report and accounts as presented.

Mr. W. H. FORBES seconded.

Carried *nem. con.*

Dr. JORDAN proposed a vote of thanks to the Chairman and Committee, which was carried unanimously.

The CHAIRMAN having returned thanks, the meeting closed.

POLICE COURT.

28th October.

BEFORE MR. H. E. POLLOCK.

INFRINGING HARBOUR REGULATIONS.

Chan Afat was charged, on the information of Pang On, P.O. 421, with unlawfully boarding the steamer *Taisang*, while under way, in Victoria Harbour, on the morning of the 27th inst.

Defendant admitted the charge, and was fined $10, or in default fourteen days' imprisonment with hard labour.

LARCENY.

Wong Chi, assistant cook, was charged, on the information of A. Panter, private 58th Regiment, with stealing two loaves of bread, valued at 15 cents, on the 27th inst.

Defendant denied the charge.

A. Panter said—I am in charge of the drummers' mess, No. 4. On the 27th instant I was at Murray Barracks, when I saw defendant come out of the cookhouse with two loaves of bread. I went down, and as soon as he saw me he threw the bread into the basket of a barrack coolie that was standing near. The man, however, threw the loaves out again, and defendant was arrested by a Sikh constable.

Corroborated by Chang Ati, barrack coolie.

Defendant said that the charge was a false one. Complainant had asked him for five cents, which he wanted to buy a drink with, but he had refused to give it to him. He therefore preferred the charge of larceny.

A sentence of six weeks' imprisonment with hard labour was imposed.

BURGLARY.

Fung Chen was charged, on remand, on the information of Wong Aten, that he did, with two other men, unlawfully enter the complainant's house, being armed with swords, and rob him of $16, on the 2?th inst.

No further evidence was taken, and the prisoner was sentenced to six months' imprisonment with hard labour.

ASSAULT

Lai Apau was charged, on the information of Mahomed Soudan, with assaulting him and pushing him over the Praya wall at 6 p.m. one evening in the month of June.

Evidence of the complainant and two witnesses was taken, which showed that the former in his capacity as a watchman had ordered some Chinamen away from some godowns on the Praya. There was a disturbance, and he was shoved over the Praya wall and picked up by a boat. He saw defendant on the 27th instant, the first time since the occurrence, and at once had him arrested.

Prisoner was fined $5, or, in default, fourteen days' imprisonment with hard labour.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE TYTAM WATER SUPPLY AND FIRE EXTINCTION.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—While the conduct of the meetings of the Sanitary Board makes one shudder to think of what the Colony would come to under representative Government, it is questionable whether the discord which there prevails is a greater evil than the unanimity which so persistently obtains among the official phalanx at the Legislative Council and elsewhere. It was therefore with a decided feeling of pleasure that I read the report of the slight passage at arms between the Surveyor-General and Acting Treasurer at the meeting of the Finance Committee on Saturday. The subject was the supply of water for the Fire Brigade. The former held that the Tytam supply would give almost all that is required, while the latter thought it would make little or no difference. The truth probably lies half way; but the Superintendent of the Brigade, although he sometimes makes mistakes and is rather apt to stick to them, has, it is never denied, made a close study of the subject of the extinction of fires and of the requirements of the Brigade, and ought therefore to be accepted as the authority on the matter.

At present when a fire occurs at any distance from the Praya the difficulty seems to be to get the water turned on before the fire has got a good hold. Now, unless the water is to be in future turned on all day and all night one is inclined to agree with the Colonial Treasurer that the additional supply will be of little use to the Brigade. Amongst a European population it might do to have the mains always open, but with the known careless and wasteful habits of the Chinese such is out of the question; half a dozen Tytam reservoirs would soon be exhausted. There therefore seems a necessity for separate mains for fire extinction purposes if a supply is to be got at once with a strong pressure. The Surveyor-General very discreetly declined to give an estimate of the cost off hand, but he said it would double the expense, and the cost of mains which it is proposed to lay he estimates at $126,000. This if taken without closer enquiry may be very misleading. The great proportion of the cost will be required for the Queen's Road and Praya and the numerous cross streets. That is not the portion of the town in which mains for the Fire Brigade is, at least at present, required. Notwithstanding what Mr Wodehouse says about the tide being sometimes low, water can always be obtained in unlimited quantity for fires on that level. What is needed is not so much nor would it be so expensive as Mr. Price would have us believe. A six-inch main on the Caine Road and an eight-inch one on the Hollywood Road level including the cross streets would fulfil the chief requirements for many years. This, it is estimated, could be done for about $ 5,000. In all the Eastern part of the city the harbour water would suffice. If it is proposed to lay mains in every street and alley up the hill and to keep them always open of course Mr. Wodehouse's demand would lose most of its weight. But we cannot think that anyone acquainted with the habits of the Chinese would dream of leaving the water always turned on in all parts of the city. Even if that were done it is not likely that a full pressure would ever be got, while the ordinary requirements were being drawn off. The proposal to have tanks up the hill made some years ago fell into abeyance, but its revival is now well timed. Houses above the level of either the Pokfulum or Tytam supply are fast springing up, and may be expected to do so more and more. Indeed the time is not far distant when we may look for the town and Peak districts meeting. A good supply of water is to be got at these high levels, but storage is required.—Yours, etc.,

FIRE PLUG.

Hongkong, 29th October, 1888.

MACAO.

[FROM AN OCCASIONAL CORRESPONDENT.]

29th October.

The Municipal Chamber, thrice dissolved by Governor Firmino José da Costa, was for the third time re-elected last week. There is no fear now of its being once more dissolved by the Administrative Council, only with the view of keeping up the prestige or the silly whim of a Governor. Of the 130 votes that went into the elective urn all the old members of the Chamber obtained 127, with the exception of Sr. Antonio da Silva Telles, who had 30 less than his colleagues, and on this account he sent in his resignation.

Sr. Antonio Pereira Marques was put under arrest on the 18th instant in a most undignified and captious manner, and on the following day was taken before a disciplinary council composed of four officers of the National Battalion and a Captain of the Colonial Regiment who was serving with the Battalion as Major. Sr. Marques was charged with desertion in that he failed to present himself at drills to which he had been summoned. He was sentenced to twenty-five days' imprisonment in a Fort, but the Administrative Council reduced the sentence to nine days. Now, to arrest a free citizen for being unwilling to serve in the National Battalion and for having a natural aversion to military life, and to sentence him to twenty-five days' imprisonment is rather hard and iniquitous. Sr. Marques is surrounded by all extenuating circumstances; he is not a military man in active service, does not get any pay, has never sworn allegiance to the flag, as is generally done by all military men. The National Battalion was created for the sole and only purpose of providing means of livelihood to those who had no other means, but Sr. Marques possesses more than enough means of subsistence, and there is therefore no earthly reason why he should be forced to enrol himself in that corps. The corps is of no use to the colony, for in case of emergency it could not make the faintest stand in the face of an enemy. It is in a most deplorable state, and there is no prospect of its being improved in any shape or form. Instead of keeping it up it would be far better if the Government abolished it altogether, thus saving the inhabitants the annoyance, and the parents—many of whom respectable folks—the displeasure of seeing their progeny mixed up with all sorts of men, in whose midst morality and manners are not had in good account. As is well known by the majority, Sr. Marques is averse to a military career, and in order to free himself of the continuous calls to drill, he left Macao, and upon his return a friend advised him to report himself at headquarters, promising him that he would suffer nothing. On the 16th instant, availing himself of the birthday of the Queen, he presented himself to the inspection officer, who, after hearing him, allowed him to go, contenting himself with reporting the fact to the Commandant. The latter not only censured the officer, but held him answerable for not having taken Sr. Marques into custody. In order to save himself that officer proceeded to the residence of Sr. Marques and asked him to be good enough to come to the barracks to sign the report since he had presented himself. Sr. Marques in good faith acceded to his request, and when he arrived there he was given in charge and was detained to answer the charge of desertion before the disciplinary council. This conduct on the part of the officer who lured him into prison and that of those who composed the court caused a feeling of indignation in the community at large. The conscription at Macao had its origin in the time of Governor Ferreira do Amaral, who, fearing an uprising among the Chinese on account of his despotic actions, created a provisional corps, which in the course of time became the National Battalion. At that time there was no lack of patriots and enthusiasts who backed the idea with a view to fine uniforms, which the Governor allowed them to wear at all times. There were others who opposed it, but were forced to enrol themselves or leave the colony. Even so the provisional corps was far better than the National Battalion, for not only the officers were well-to-do and independent citizens, but the corps was composed of sturdy men, fit for the service. The *soi-disant* National Battalion comprises lads who have scarcely reached the age of puberty and of decrepids and valetudinarians who can hardly endure military regulations, who only join the corps as a means of subsistence. It is a perfect irony to call it by the name of "national" since it is mainly composed of Indians, Chinese, Malays, &c., whilst the European element is sadly wanting. It is not long ago that a few jinricksha coolies discarded their queues and enrolled themselves as members of the Battalion. Is it not an indignity and infamy to force respectable citizens who belong to good families to serve with that degrading body? Instead of expending money on such a corps, the Government would do far better if it established schools where the youth could learn a trade and be enabled to earn an honest living. The public funds would thus be profitably employed, and with the labour of the men brought up for industrial careers the Colony would prosper.

On Saturday night, about seven o'clock, the alarm guns were fired from the Monte Fort, and the inhabitants were put in a state of commotion, owing to a telephonic message intimating that fire had broken out in a shanty, which, however, did not turn out to be of any consequence.

THE PROPOSED TRADE AND COMMERCE MUSEUM AT SHANGHAI.

At a meeting of the China Branch of the Royal Asiatic Society held at Shanghai on the 22nd October, Dr. Jamieson presiding, the following report of the Council on the proposed Trade and Commerce Museum was read by Mr. Morse, the Secretary:—

The necessity for establishing at Shanghai a museum exhibiting the resources of China was brought to the notice of the Council early in the year, and was first formally discussed at a Council meeting held in April last. The question was considered in its fourfold aspect, as it affected *(a)* strangers, *(b)* scientific men, *(c)* traders, and *(d)* the community.

Strangers visit Shanghai in search of what is new and interesting. Europeans visit it to study the characteristic aspects of a civilisation which, older than theirs, presents so many points of divergence from all that they have been accustomed to regard as the axioms of civilisation; while Chinese flock here from all parts of the Empire to gaze with wondering eyes on the novel views shown in an orderly community of Europeans living in their midst. The European sees the people and something of their mode of life, and has means of information regarding the mode of thought; the Chinese see the members of the foreign community and something of their mode of life, and may see the working of a steamship, a steam dredger or an electric light; but both European and Chinese will search in vain for any exhibition of the products of this country. The lover of Zoology will indeed find a fairly complete collection of the birds and animals peculiar to China, as complete as the good-will of the community has been able to make it; and that this limited collection, appealing to an extremely limited class, is duly appreciated, may be seen from the fact that on an average about 300 to 400 visitors, Chinese and foreign, enter its doors every month, showing that the beneficence of contributors and the untiring zeal of the several Curators have not been wasted labour. Outside the Natural History Museum, however, Shanghai offers nothing to the stranger; and the museum of natural products which the traveller finds in every capital from London to Tokyo he will not find in Shanghai, the commercial capital of China.

Scientific men have made some study of the natural resources of China, and the generation of Fortune, Hanbury, and Richthofen finds worthy successors in the present day. Each writer must, however, begin *de novo*; none can safely start from the point where his predecessor left off, for his predecessor has left no permanent record of the sources of his information. A Museum of the products of the country, now non-existent in this part of the world, would, if it existed, furnish a standard of comparison and reference. The scientist resident in western countries may, it is true, find partial collections which may or may not meet his requirements in London, in Washington, in Berlin, in Paris, and in Vienna; but at best those collections are inelastic and do not admit of being completed by constant additions; they have moreover the serious defect that the failure of one link in a long chain of research can only be remedied at the expense of months of correspondence. No such defects exist in a Museum of Chinese products in China; the several series can always be kept complete, and as new discoveries are made, specimens exemplifying them are added to the Museum; moreover an obscure point can be illustrated and a missing specimen supplied in the shortest possible time. For these reasons the establishment at Shanghai of a Museum of Chinese products will undoubtedly prove an inestimable gain to science.

The advantage to the merchant of the Trade Museum needs no argument; while the traveller gratifies his curiosity and the interest he takes in the country he is visiting; while the scientist avails of the museum to prosecute his researches, and gives to the world the benefit of his labours; the trader finds in the museum the means of directly benefiting himself. He there discovers articles hitherto buried in the internal trade of China, which may, to his own advantage, be made to enter into its foreign trade; commodities produced and exported elsewhere are found to be produced also in China; and, on the other hand, articles which he, as he thinks, has discovered and which he proposes to introduce to western markets, the museum catalogue informs him are also produced elsewhere, and that under so much more favourable circumstances that his venture could only result in loss. The museum thus fills a double function; it indicates what he may venture, and points out what to avoid. The collective wisdom of the world is seldom, under existing conditions, at fault, and the unanimity with which European nations have decided to organise trade museums is a sufficient argument for the establishment of such a museum at Shanghai.

The community prospers as the commerce of the place prospers. China will benefit from the increase of her foreign trade; and a further development of the trade of Shanghai will bring increased prosperity to all classes resident in Shanghai.

These reasons appeared to the Council to point to the advisability of organising a Trade and Commerce Museum at Shanghai, and the critical state of the China trade indicated the present as the time best suited for moving in the matter. The China Branch of the Royal Asiatic Society is made up of all classes of the community, and represents, as no other body represents, the whole community. The Council therefore considered the question at two meetings held in April last, and decided as follows:—

1.—To move in the matter of the Trade Museum up to the point of organising;

2.—To ascertain if there existed any active demand for the Museum;

3.—Should such a demand be found to exist, to call a public meeting and then hand over the question to be dealt with by the community at large;

4.—Should there be no such demand, to drop the matter;

5.—To limit the Museum to exhibits of Chinese origin, with such incidental illustration by foreign products as might be found necessary;

6.—To appoint a sub-committee to make application to the Inspector-General of Customs for his aid and support.

The sub-committee met and considered the terms of a letter to the Inspector-General of Customs, to which in due time a reply was received, to the effect that if the support looked for elsewhere proved that the Museum would be really valued by the public, he would be ready to supplement the public's doings.

A letter promising his support has also been received from M. Goebel, Consul-General for Belgium.

These letters are given as an appendix to this Report. Encouraged by this and by other promises of support, the Council decided to proceed and to ascertain if the Trade Museum was generally considered as a desirable institution to be established in Shanghai.

In order to raise the question and draw attention to the project, letters were written to the newspapers, one (dated 15th October) being also sent out as a circular; these letters will be found in the appendix. Inquiries are now being made as to the support the projected museum is likely to find; should it be ascertained beyond doubt that it is favourable, steps will be taken to call a public meeting for full discussion of the question; should the project be coldly received, the matter will be dropped.

In the consideration of this question the Council has suffered a great loss in the departure of the President of the Society, Mr. Geo. Jamieson, who was one of the first to move in the project and felt a strong interest in it, but who was obliged to leave Shanghai soon after it was first considered.

The Council trusts that its action in this matter will receive the approval of the Society.

H. B. MORSE,
Hon. Secretary.

Shanghai, 22nd October, 1888.

The PRESIDENT observed that he thought it only right to mention that although the Hon. Sec. had appreciatively mentioned the action taken by the Council and by the late President, Mr. Geo Jamieson, all the hard work—and there had been a great deal of hard work—fell upon Mr. Morse's shoulders, and whatever success was reached in the practical shape in which the plan was laid before the public, was due almost altogether to Mr. Morse's exertions. (Applause.)

General MESNY was in favour of having the Museum under the control of the Municipal Council, having regard to the failure of the previous museum started by the Society and Sir Walter Medhurst.

Dr. WILLIAMSON expressed his preference for an exhibition, somewhat on the plan of that at Glasgow, and other large cities at home, a mere museum, in his opinion, being too quiet an affair to attract the attention which he desired to see displayed in the undertaking. He thought that if they could start with an exhibition it could be afterwards turned into a permanent museum, but he would like to see a good commencement made and one which would attract wide-spread interest. (Applause.)

Mr. KINGSMILL said the museum upstairs was not the one referred to by General Mesny, who had in his mind the Polytechnic, which unfortunately fell into the hands of a few self-opinionated men (laughter), and consequently it was relegated to a remote corner of the settlement. He had been greatly interested in it himself at first, but on getting wind of what was going on, he quickly "made tracks" out of it. He did not approve of the idea of an Exhibition, as it would be hopeless to expect to get a guarantee of a quarter of a million in Shanghai, as was done before the great exhibitions at home started.

The PRESIDENT, referring to General Mesny's remark, that the proposed Museum would be better administered by the Municipal Council than by the Society, said the Society had no desire to run the Museum after it was started. They merely wished to formulate a plan, their functions would terminate after it was placed before a general meeting called to discuss the subject. It would be for the meeting then to say how the Museum would be best administered. The Council of the Society merely intended to lay the plan before a general meeting, but whether it would be accepted or not, he did not know. (Applause).

The discussion then dropped.—*N. C. Daily News.*

THE YELLOW RIVER WORKS.

The *N. C. Daily News* translates from the *Peking Gazette* of the 11th October the following memorial:—

Wu Ta-ch'eng acknowledges the receipt on the 11th September of an Imperial Decree enclosing copies of the "answer to former charges by Wu Ta-ch'eng, the present Director-General of the Yellow River," and another Memorial, in which charges have been made against Ni Wen-wei and his colleagues, and reports the results of a minute investigation which he has held on the subject. Immediately on assuming his present office, he made a personal inspection of the condition of the river and had all the correspondence on the question of repairs brought before him and carefully examined. By this means and by closely interrogating the officers concerned, he learned that the water in the river was unusually low at the beginning of the present summer, and that the failure to complete the work was due to the following circumstances. In the first place the extent of the work was very great, and the continual beating of the water against the breach rendered the execution of it extremely difficult. A second cause was the lateness of beginning the work and the great scarcity of materials. In accordance with the practice followed in a similar case in 1840 the materials were procured through the district officers, and as Ni Wen-wei thought they would act more promptly if they received their instructions direct from himself, he assigned them a limited time within which to procure the necessary quantity. The result was that the district officers entrusted the matter to their underlings, and no doubt considerable hardship was inflicted on the people. Memorialist himself on his way through the province from Kuei-tê Fu heard many references made to the subject, but though he instituted careful enquiries he could not ascertain definitely the name of any district or any village in which the people had suffered oppression. He, himself, has established Government agencies for the purchase of materials, and has issued proclamations which will, he hopes, do away with any abuses of this kind in future. Ou-yang Lin, the officer denounced in the Censor's Memorial, had previously held successive offices in Honan for a number of years, and certainly does not enjoy a very good reputation, but there is not sufficient proof that he had acted dishonestly in the collection of materials. The outcry against him at present is rather to be ascribed to the jealousy occasioned by the fact that he was transferred from another province. He will, however, be removed from his present post and sent back to Kiangsu. The charges against General Ts'ui T'ing-kuei are held to be unfounded. The work of excavating the drainage channel was not let out to him by contract. The channel, which was dug out by soldiers under the General's command, is divided into 96 sections and is 3,000 *chang* in length, and cost Tls. 700,000 and not Tls. 1,200,000 as stated by the Censor. Detailed accounts of the whole expenditure were furnished at the time. The Memorialist has had the channel accurately surveyed, and finds that, far from being silted up as stated by the Censor, it is navigable for small boats throughout its entire course. At its mouth it is from 8 to 10 feet deep, while in the other parts it averages a depth of 4 to 5 feet, its shallowest part, which is in the 42nd and 43rd section being from 2 to 4 feet. General Ts'ui will be retained in charge of the work. In another of the accusations it was stated that the higher officials in charge of the work received Tls. 1,000 per month, their subordinates Tls. 200, and that the volunteers for posts amounted to several hundreds. The Governor called for a report on the subject, and finds that the salaries paid were as follows:—Li Hung-tsao received salary in accordance with the Board's regulation at the rate of Tls. 7 a day, the officers of his staff Tls. 3 a day, and other officers in proportion to their rank—Taotais Tls. 100 a month, Prefects Tls. 70, District Officers Tls. 60, and all of lower degree Tls. 30 a month, while the number of volunteers was not nearly so great as represented. Another accusation made against Ch'êng Fu was that he had sold appointments to over 400 officials in connection with the works. This is entirely without other foundation than that of malicious gossip. The total number of officers appointed by both Ni Wên-wei, and Ch'eng Fu did not exceed 200, and they were nearly all officers previously connected with the River Works. Shao Hsien was accused of having remitted Tls. 400,000, to Peking on his private account. The books of all banks in the district which remit money to Peking have been carefully examined, and the name of Shao Hsien does not appear at all among those who sent drafts to Peking. Over 2,000 volumes containing the accounts in connection with the river repairs have also been examined, and have been found to correspond in every particular with the disbursements of the Provincial Treasurer. There is, however, one item regarding which doubts may be entertained. An Acting Magistrate, named Chiang Wên-hai, a relative of Shao Hsien, received no less than Tls. 200,000, for the purchase of materials. His name does not appear in the list of his staff furnished by Shao Hsien, and although it is known that 660 stacks of millet stalks were purchased by him, it is now impossible to ascertain whether he may not have taken advantage of this opportunity to embezzle public money. At all events, he has left an exceedingly bad reputation behind him, and it is asked that he should be degraded. The Acting Taotai of the Kai Kuei Ch'ên Hsü circuit and several other officials ought to be similarly punished.

THE FATAL ACCIDENT ON THE TAMSUI BAR.

Mr. W. H. Freemann, chief officer of the steamer *Pechili*, has forwarded to the *N. C. Daily News* the following account of the recent boat accident on Tamsui Bar, in which Mr. T. McCallum of Messrs. Boyd & Co.'s, Pootung, Mr. Korsholm, the Chief Officer, and the compradore of the ill-fated *Waiting* lost their lives.

The *Pechili* arrived at Tamsui on 16th October at 11.30 a.m. with two pontoons in tow.

There was a nasty N.E. sea running at the time, and the pontoons were not laying well astern, and it was feared that some accident would occur to them. Mr. Tom McCallum after a consultation with Mr. Robertson (also of Messrs. Boyd & Co.'s), requested the Captain to send a boat into Tamsui to get the assistance of a steam launch, to tow the pontoons into the harbour, as the ship could not cross the Bar, it being half ebb tide.

A boat was immediately cleared away, and a crew of five men in charge of the chief officer (myself) went in her. There were also in the boat Mr. McCallum, Mr. Korsholm, the chief officer, and the chief engineer and compradore of the *Waiting*. All went well until the boat got near the Bar. (Mr. Korsholm being familiar with the place volunteered to pilot us in and was steering the boat). After getting into the surf the boat was capsized by the heavy rollers coming in, and all hands left struggling in the water. I came up some little distance from the boat and got hold of a broken oar. I noticed that the rest were trying to cling to the boat, which was being turned over and over by the sea, and sung out to them to hold on to her. I only got a short look at her, when I was again submerged. It struck me that the best thing to do was to divest myself of clothes, boots, &c., which I accordingly did and then struck out for the boat. I made very little headway against the sea, but at last reached the boat and found only four sailors and the chief engineer of the *Waiting*, who told me the rest had gone down. The boat was being turned over and over by the heavy sea, and it was with great difficulty that we managed to hold on to her, none of us being very good swimmers. As soon as the accident was seen from the ship, another life-boat was sent to our assistance, (by this time our boat had drifted clear of the surf) and we were picked up after being about half an hour in the water, and thoroughly exhausted. Another sailor was afterwards picked up by the pilot boat, at some distance from the scene of the accident. I only saw Mr. McCallum and Mr. Korsholm once after the boat capsized, and the former seemed to be bleeding very much from a wound on the head. They must have gone down almost immediately. The British Consul at Tamsui was notified by the Captain and Mr. Robertson, and asked to try and recover the missing bodies and attend to their burial.

KOREA SHORTLY TO DECLARE HER INDEPENDENCE.

The *Shanghai Courier* says:—To many people the late arrival of a U. S. man-of-war—the *Omaha*—was a surprise, and, no doubt, rightly so, if we consider that Uncle Sam's fighting ships have been so conspicuous by their absence in Shanghai. When the *Omaha* "bobbed up" here one fine day, quite unexpectedly, it was but natural that the question was asked, What is her reason for coming here in such apparent haste? Many were the conjectures, though the ground which found the readiest belief was the one which our morning contemporary published in a late issue, the paragraph running as follows:—

"We are informed that the welcome, but unusual presence of a U. S. man-of-war, the *Omaha*, in our harbour is due to fears entertained at home that the recent passage by Congress of the Chinese exclusion supplementary Act may lead to demonstrations on the part of the natives against American citizens in China."

Of course, there were many who had their suspicion about the correctness of the item just reproduced, notwithstanding the fact that it was published in the "official organ." Since then a second vessel belonging to the U.S. squadron in Asiatic waters has arrived here, the *Marion*, having on board Rear Admiral Chandler, and besides her a Russian man-of-war, the *Rynda*, and three French warships, the *Primauguet*, *Parceval*, and *Vipere*. *Cui bono?* is the question. We believe we can answer it, and vouch for its correctness, as the information comes from a trustworthy source. There are great events in store for the bone of Eastern contention—Korea, which has decided to declare its independence very shortly. The man-of-war of the United States, Russia, and France at present in harbour are in company with some other fighting ship belonging to the nationalities just referred to to see that no opposition—from China, we suppose,—is brought to bear on those who are charged with the anything but enviable task of declaring Korea an independent country. The result will certainly be looked forward to with great interest by everybody in the East as well as by all the countries of the West.

LATE TELEGRAMS

The following telegrams are from the *Rangoon Gazette*:—

THE SIKKIM CAMPAIGN.—FURTHER ADVANCE.

CALCUTTA, 7th October.

The *Englishman's* special correspondent at Gnatong telegraphing on the 6th instant, says:—General Graham, accompanied by his staff, leaves Gnatong on Sunday and proceeds *via* the Kophu and Natula road to Guntok. Captain Stanton, R.E., accompanied the bronze field piece captured at Rinchingong, which was taken down to Pedong yesterday by Captain Cunningham, R.A., who had come up for that purpose.

ARRIVAL OF THE CHINESE POLITICAL OFFICER.

The Popin Chinese political official arrived in Chumbi yesterday.

THIBETAN REFUGEES ATTACKED BY VILLAGERS.

The Kumbe soldiers, after their defeat at our hands, fled north, and were attacked at Garling by the inhabitants, losing 30 men killed. This attack is supposed to be in retaliation for the rough treatment received by the villagers at the hands of these savage warriors.

The Sikkim Raja is still encamped in the Gnatong valley.

OUR WOUNDED DOING WELL.

Colonel Bromhead and other wounded are doing well.

The weather is breaking, and signalling is carried on almost daily with the heliograph to Darjeeling. The nights are cold and frosty, and winter seems close at hand.

General Graham telegraphs from Gnatong that the Chinese are taking more energetic action in the interests of peace.

AFGHAN NEWS.—ISHAK KHAN DEFEATED.

The latest news from the Amir is contained in a letter dated 4th instant, and reports the defeat of Sirdar Ishak Khan at Tashkar Ghanon on 27th September. The Amir's troops have occupied the place and Ishak is said to be a fugitive. This news, if confirmed, will probably lead to the early departure of the Kabul Mission.

THE BLACK MOUNTAIN EXPEDITION.

CALCUTTA, 7th October.

The *Englishman's* special Correspondent at Khaimgulli telegraphing on the 5th instant, says:—The General, commanding the field force, with head-quarters and 3rd column bivouaced on Samalbut last night and advanced early this morning. The crest was soon reached, where the enemy were met, the Sussex leading, supported by 14th Sikhs, 24th Punjab Infantry, two guns of Kohat Mountain Battery, which joined from the Chatta Spur, and two guns of the 3-1 South Irish Battery. The enemy, who were not numerous, were driven from each position as our troops advanced. Three men of the Sussex, and one man of the 14th Sikhs, were wounded. The road was found very difficult at the crest, and troops halted making road.

CALCUTTA, 8th October.

The head-quarters reached Khaimgulli last evening, where they bivouaced and pushed on to Seri to-day. The road is most difficult and almost impassable for baggage animals; from this point onwards roads have to be made. A portion of the 5th Sikhs hold Achund Babar peak, the remainder lead the advance to Seri. The baggage of the 14th did not arrive till after the men had bivouaced, and found the camp by the light of the bivouac fires.

The 4th column were opposed between Cheam and Kolkai by a charge of 200 Ghazis, in which Captain Beley was killed, Captain Radford, of 4th Punjab Infantry, wounded; Lieutenant Cleeve was also wounded; the total casualties on our side were 19 killed and wounded.

Colonel Crookshank, of the 34th Pioneers, was severely wounded in a reconnaissance yesterday, but the medical officer reports the case hopeful.

General Galbraith telegraphs regarding the death of Captain Beley that he was wounded in a charge made by Ghazis, and died at 5 p.m. on the 4th; and adds that Her Majesty could not have lost a more gallant or gifted soldier, or one who is more universally regretted.

FORMOSA.

TAMSUI, 15th October.

By the steamer *Fokien*, which is leaving to-day for Hongkong *via* Amoy, Mr. and Mrs. Stone and family are passengers. They have left Tamsui for good. Mr. Stone only arrived here about four months ago, to take Mr. Campbell's place, as engineer-in-chief of the railway building operations. He finished only 12 *li*, *i.e.*, the short distance between Taipeh and Sithow, and at present the trains run no further. The Governor has engaged in Mr. Stone's place another engineer, Mr. Bolton, who arrived from Hongkong on the 2nd instant. He is the fourth one trying his skill on the same object; we wish he may succeed, although it must be admitted that he will find a hard task before him, having to work with unwilling soldiers, instead of well trained and well paid navvies. Mr. Harding, Assistant-Engineer, I.M.C., arrived on the 12th instant, per steamer *Fokien*. Mr. Harding is to place the two iron lighthouses in position, which were brought out from Europe more than two years ago; when they are in working order they will confer a great boon on our port, as I scarcely need point out particularly.

From Pilam and Quang-wa there is no later news than I gave you in my last letter; but at the latter place the row does not seem to have finished yet, the Governor having despatched the transport *Fuh-po* to Foochow to fetch more braves for the tranquilisation of his unruly Southerners. Some soldiers from the North are also expected to assist His Excellency in restoring order.

TIENTSIN.

19th October.

The "Sea-light" Temple or "Mirage Temple," as some have poetically translated the characters, has attracted the attention of most sightseers visiting Tientsin since the port was opened. It is commonly spoken of among foreigners as "The Treaty Temple," because that in one of its quiet rooms, the "Treaty of 58" was signed. This temple is said to have received this name, because when built some centuries ago, it stood at a short distance from the sea. It is thought by others that the sea had long before its erection receded far beyond the site of the temple, and that the mirage frequently seen to the south, in the direction of the Gulf, suggested the name. It is situated in the open plain, about two *li* directly south of the city, and perhaps a mile and a half from the foreign settlement by the winding roads. It can claim no special importance as a temple over many others, nor is there anything in its history or possessions to attract attention, save the one fact above referred to.

About twenty years ago, it was selected as a suitable locality for the establishment of foreign machine shops. Suitable buildings were erected, a smelting furnace was built, and a tall smoke-stack towered above the highest of the temple roofs, and a "whistle" daily sounded far and near, labour's call and release. One would have supposed that of all places, this was the last that could by any possibility have been selected for works of this kind. But apparently the *Fung shui* has neither done any harm nor been harmed in the least degree, by this innovation. Since that time, other buildings have been added as occasion required, till now the machine shops cover more ground than the original temple. Several chimneys have arisen to overshadow the enshrined deity at the front, another shop with its attendant smoker is being added now.

Formerly cannon were cast, and several small steamers have been turned out at these works. At the present time, the principal energies of the establishment are exercised in the repair of small arms, and in the manufacture of cartridges. Gun carriages are also made, but I was told on a recent visit to the place, that no cannon or other important casting had been done for some time. Electric and telephonic instruments are manufactured for official use, but not for sale. We were shown some of these instruments, which appeared to be well made. In general the machinery seemed to be in good condition, and doing good work—to external observation.

A visit was also paid to the historic room in which the Treaty was signed. In it we found a company of bonzes lounging about on the chairs and divans. We were told that there are about thirty connected with the temple now, whereas, in the good old times when *Fung shui* was undisturbed by these high chimneys and the whirr of shafts and wheels, there were not more than six or eight. They appear to have suffered in no way from the changes that have taken place, but rather to be enjoying improved conditions.

The foundations for a Town Hall are being prepared, and a building costing $15,000, and containing the necessary offices, in addition to a large public Hall, Public Library, and rooms for the Secretary of the Municipal Council, will be added to our foreign settlement next year. Its main entrance will be from Victoria Park.

The first snow of the season in lone and scattering flakes, came this morning about daylight, and the day has been very chilly, with a high penetrating wind. It is early in the season for such cold weather, but the year thus far has been somewhat abnormal. The railway is proving a success, but there is no indication of a speedy extension of its advantages. It would appear that jealousy in high places has as much to do with this stoppage as anything else. It is a great pity it cannot be carried right on to Peking, and rapidly extended to other places.—*N. C. Daily News* Correspondent.

CHI-NAN FU.

The city has been unusually quiet, since the students departed to their homes after the examination. A few of the sons of the rich families have remained, many of whom have the expectation of receiving a degree.

We learn that in the list of subjects there were none bearing on Western science, thus showing that the introduction of other than Chinese studies has not been observed in Shanghai. The examination, however, presented one important theme—already a stale theme in China—viz., the Yellow River. Perhaps some genius will arise to solve all difficulties, and do away with the need of foreign theories.

In the examination time we were surprised at the large number of books and essays carried in for reference. As we passed at different times through the throng of waiting students, we noticed that the majority were well supplied with such material. This year an unusually large number of Chinese books in small foreign print were sold, thus illustrating the principle *multum in parvo*.

The cholera epidemic has continued severe till within the last few days. The only foreign lady left in the city, was suddenly attacked, but remedies were at once applied. In the absence of the foreign physician, a telegram was sent to the American physician of the Mission near Ta-chow. He at once came and rendered valuable assistance.

The Acting Taotai, Chang T'ung, was attacked with the same disease, while in the examination hall. He left the hall for his own yamên, but in a short time died. The new acting Taotai is Chao Kuei Hua.

The various questions of various missionaries now and then come to notice, and then quietly disappear. The Italian Bishop here has again pressed his case in the district of Kuan-hsien, but has accomplished nothing. The German Bishop of Yenchow-fu, who returned to his work several weeks ago, has likewise urged his case by letter. We also understand that the German Legation has taken up his case, instead of the French Legation, but notwithstanding the change, no more satisfactory result has been reached.

As to the American case, there is a longer interval of non-action.

In addition to these three cases, missionaries of the Church of England have again appeared on the scene, having lately returned from Peking. We hear that the British Legation interposed in their behalf in regard to the late troubles at T'ai-an-fu. The opposition, however, seems to continue, at least against the landlords who have rented, or desired to rent, to that Mission. The missionaries have decided to make Chi-nan Fu their head-quarters, though still keeping a hold on T'ai-an-Fu. Through aid rendered by one of the American missionaries, they have been able to rent a house in the city, and to-day they gave a feast to the landlord and adjoining neighbours. As a matter of novelty, I may mention that the American missionary acted as go-between in the rental, and went security for payment.—*N. C. Daily News* Correspondent.

WENCHOW.

20th October.

We were agreeably surprised to-day to see a British steamer enter the river, which proved to be the *Foochiing*, a small iron vessel of 77 tons. Mr. Kaw Hong Take of Hongkong is the owner; it is his intention to keep that vessel on the Foochow and Wênchow line, and should meet with success. This is quite a new departure and will, no doubt, cause the junk owners to grumble. A rumour is afloat that another steamer is to run between Foochow, Wênchow, Ningpo and Shanghai; if this comes to be true, Wênchow will no longer be an isolated port.

Cholera is prevalent amongst the natives, and a good many deaths have occurred during the last few days. The German gunboat *Wolf* left on the 12th instant for Canton *viâ* Foochow and Swatow.—*N. C. Daily News* Correspondent.

KOREA.

SÖUL, 14th October.

You will soon be flooded with news from Korea, *via* England and America. Mr. F. D. Carpenter, "Special Foreign Press Representative of the Press Association of the United States of North America" (how does that go for high in the way of a title?) and Mr. H. Norman, "Special Commissioner of the *Pall Mall Gazette*," are now in our midst; if the latter is going to write us "down," as he has done the foreign communities in Japan, then the Korean gods may help us. Now, after the arrival of these two big men of the Press, we may rest assured that the country will be saved and every little trouble settled.

Telegraphic communication with Yuensan will be established in a few months, we shall then have the capital connected with the three treaty ports, and with China *via* Moukden, as also with Japan from Fusan *via* Tsusima and Goto to Nagasaki.—*Mercury* Correspondent.

OLLA PODRIDA.

The advisability of badges for physicians is being discussed in medical circles, preference being shown for an olive-coloured button. The fundamental idea is that a distinguishing badge would be of great value in case of a hasty demand for a doctor's services.

Miss Florence Nightingale is now a confirmed invalid, and a patient at St. Thomas's Hospital, London. Her services during the Crimean War injured her spine, and she has never recovered from the effects thereof. This illustrious philanthropist is nearly sixty-nine years old.

Dr. Zambaco of Constantinople, who has lived for several years among the lepers of the far East, says that he has never met a single instance of contagion, although the malady is certainly hereditary, the children of lepers becoming lepers at the age of 10, 15 and 20 years generally.

Horace Greeley told this story of himself:—Soon after he went to learn the printing business he went to see a preacher's daughter. The next time he attended meeting he was considerably astonished at hearing the minister announce as his text: "My daughter is being grievously tormented with a devil."

Mrs. Godolphin: "Now, what would be your terms, Mr. Jones, for giving me a course of—say a dozen lessons in painting." Jones: "Well, frankly, Mrs. Godolphin, I'm afraid it's too late in life for you to begin to start a career of art—that is if you wish to take it up seriously." Mrs. G.: "Oh, but I don't! I only want to learn enough to be able to teach."

A compositor on the New York *World* set up 2,000 ems from the dictation of Edison's new phonograph. Two small tubes were fitted to his ears and connected by a large tube with a phonograph. The latter was run by a small electric motor, and regulated by a pedal attachment by which it could be started and stopped at the compositor's pleasure. The phonograph would talk off a sentence into the printer's ears and then be stopped until he had put the words in type. This is obviously one of the many ways in which the machine may make itself hereafter a highly important factor of modern civilisation.

In Alpharetta a judge was engaged to perform a marriage ceremony. The groom was Alex. James and the bride Miss Edith Smith. While the bridal party stood in the squire's office awaiting the performance of the ceremony, James excused himself from the company, and mounting a horse which he found outside galloped away at a furious rate. He whispered to the groomsman before he left that he felt ashamed to get married before so many people. The bride, with the utmost composure, turned to the groomsman and said:—"You helped to bring me here and now you must take his place." The groomsman readily did so, and the marriage ceremony went on. At the conclusion the bride said:—"When I make up my mind to do anything I never let anything stand in my way."

COMMERCIAL INTELLIGENCE.

MONDAY, 29th October.

EXPORT CARGOES.

Per steamship *Hydaspes*, sailed on the 24th October:—For London—10,437 lbs. congou, 47 bales raw silk, 28 cases silk piece goods, 369 bales waste silk, 38 cases bristles, and 28 packages sundries. For France—37 bales raw silk, and 51 cases silk piece goods. From Foochow for London—392 packages tea.

Per steamship *Hector*, sailed on the 24th October:—For London—108,003 lbs. congou, 14,716 lbs. scented caper, 26,796 lbs. scented orange pekoe, 136 rolls matting, 59 cases fans, 11 cases preserves, and 6 cases curios.

Per steamship *Albany*, sailed on the 25th October:—For Kobe—57 bales yarn, and 67 packages merchandise. For Yokohama—68 packages merchandise. For Vancouver—57 packages merchandise. For Victoria—752 bags rice, 50 packages tea, 22 chests opium, and 1,333 packages merchandise. For San Francisco—100 rolls matting, and 1,609 packages merchandise. For Portland—1,000 bags rice, 4 boxes silks, and 147 packages merchandise. For Montreal—58 packages merchandise. For Seattle—22 packages merchandise. For New York—6 boxes silks, and 137 packages merchandise.

OPIUM.

Quotations are:—

New Malwa	$660 per picul, free of	[alloe.
Old Malwa	$672½ per picul, free of	[alloe.
Older Malwa	$680 per picul, free of	[alloe.
Patna (New)	$570 per chest.	
Benares (New)	555	
Benares (Old)	557½ to $560 "	

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via SUEZ CANAL	Surat (str.)	F. Speck		P. & O. S. N. Co.	On 7th Nov., at Noon.
LONDON via SUEZ CANAL	Telamon (str.)	Jackson	Hongkong	Butterfield & Swire	To-morrow.
LONDON AND HAMBURG	Adolph	Westergaard	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
HAVRE AND HAMBURG, &c.	Lydia (str.)	G. Petersen	Hongkong	Siemssen & Co.	On 6th Nov., at Noon.
MARSEILLES via SAIGON, &c.	Djemnah (str.)	Vaquier	Hongkong	Messageries Maritimes	To-morrow, at Noon
BREMEN, & PORTS OF CALL	Sachsen (str.)	v. Gossel		Melchers & Co.	On 25th Nov., at 10 A.M.
VANCOUVER B.C., via KOBE, &c.	Batavia (str.)	Auld		Adamson, Bell & Co.	On 15th Nov., at 3 P.M.
SAN FRANCISCO via Y'HAMA	City of New York (str.)			P. M. S. S. Co.	On 17th Nov., at 3 P.M.
SAN FRANCISCO via Y'HAMA	Gaelic (str.)		Hongkong	O. & O. S. S. Co.	On 7th Nov., at 3 P.M.
SAN FRANCISCO	Honolulu	Leary	Hongkong	Melchers & Co.	Quick despatch.
SAN FRANCISCO	Great Admiral	J. F. Rowell	Hongkong	Russell & Co.	Quick despatch.
NEW YORK via SUEZ CANAL	Spindrift (str.)	Hall	Hongkong	Russell & Co.	To-day, at Noon.
NEW YORK	P. N. Blanchard	Oakes	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Governor Goodwin	Pray	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	Isabel	Howe		Pustau & Co.	Quick despatch.
NEW YORK	Raphael	Harkness		Pustau & Co.	Quick despatch.
NEW YORK	Leading Wind	Hinckley	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Carrier Dove	Durkee	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Wakefield	Crowell	Hongkong	Siemssen & Co.	Quick despatch.
STRAITS AND BOMBAY	Deccan (str.)			P. & O. S. N. Co.	On 2nd Nov., at Noon
PORT DARWIN, via FOOCHOW, &c.	Tsinan (str.)	Allison	Hongkong	Butterfield & Swire	On 1st Nov., Daylight
SOURABAYA via SINGAPORE, &c.	Nerbudda (str.)	Gillett	Hongkong	Jardine, Matheson & Co.	To-morrow, at Noon.
YOKOHAMA, KOBE, &c.	General Werder (str.)	W. von Schukmann		Melchers & Co	On or about 3rd Nov.
KOBE AND YOKOHAMA	Pembrokeshire (str.)	D. Williams	Hongkong	Adamson, Bell & Co	To-morrow.
SHANGHAI via AMOY	Bellerophon (str.)	Guthrie		Butterfield & Swire	On 5th Nov.
SHANGHAI	Sachsen (str.)	Von Gossel		Melchers & Co.	Quick despatch.
SHANGHAI	Ravenna (str.)			P. & O. S. N. Co.	Quick despatch.
MANILA via AMOY	Zafiro (str.)	McCaslin	Hongkong	Russell & Co.	To-day, at 4 P.M.
MANILA	Deepdale (str.)	Sharp	Hongkong	Adamson, Bell & Co.	On or about 31st inst.
SWATOW, AMOY, FOOCHOW	Hailoong (str.)	Roach	Hongkong	Douglas Lapraik & Co.	To-morrow daylight

EXCHANGE.

ON LONDON.—
Telegraphic Transfer ... 3/0⅝
Bank Bills, on demand ... 3/0⅝
Bank Bills, at 30 days' sight ... 3/0⅞
Bank Bills, at 4 months' sight ... 3/1½
Credits, at 4 months' sight ... 3/1½
Documentary Bills, at 4 months' sight ... 3/1⅝

ON PARIS.—
Bank Bills, on demand ... 3.88
Credits, at 4 months' sight ... 3.96

ON NEW YORK.—
Bank Bills, on demand ... 75
Credits, 60 days' sight ... 76½

ON BOMBAY.—
Telegraphic Transfer ... 223
Bank, on demand ... 223¼

ON CALCUTTA.—
Telegraphic Transfer ... 223
Bank, on demand ... 223¼

ON SHANGHAI.—
Bank, at sight ... 72½
Private, 30 days' sight ... 72⅞

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—152 per cent. premium.

Union Insurance Society of Canton, Limited—$85 per share.

China Traders' Insurance Company's Shares—$67½ per share, sales.

North China Insurance—Tls. 290 per share.

Yangtsze Insurance Association—Tls. 96 per share, sales.

Chinese Insurance Company, Limited—$165 per share, nom.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$97 per share.

Hongkong Fire Insurance Company's Shares—$335 per share.

China Fire Insurance Company's Shares—$73½ per share.

Straits Marine Insurance Company, Limited—$25 nom.

Straits Fire Insurance Company, Limited—$17, sellers.

Hongkong and Whampoa Dock Company's Shares—36 per cent. prem., sales.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$118 per cent. prem.

Indo-China Steam Navigation Co.'s Shares—20 per cent. discount.

China and Manila Steamship Company, Limited—$115 per share.

Douglas Steamship Company, Limited—$53 per share.

Hongkong Gas Company's Shares—$135 per share.

Hongkong Hotel Company's Shares—$170 per share.

China Sugar Refining Company, Limited—$183 per share, sellers.

Luzon Sugar Refining Company, Limited—$86 per share, sales and buyers.

Hongkong Ice Company's Shares—$82½ per share, buyers.

Hongkong and China Bakery Company, Limited—$85 per share.

Perak Tin Mining and Smelting Company—In liquidation.

Punjom and Sunghie Dua Samantan Mining Company, Limited—$10½ per share, sellers.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$74 per share.

A. S. Watson & Co., Limited—100 per cent. premium.

Hongkong & Kowloon Wharf and Godown Co., Limited—$160 per share, nom.

Singapore Insurance Company, Limited—$16 per share, nom.

Chinese Imperial Loan of 1884 B—3 per cent. premium, nom.

Chinese Imperial Loan of 1884 C—5 per cent. premium, nom.

Chinese Imperial Loan, 1886 E—12 per cent. premium, nom.

Société Française des Charbonnages du Tonkin—75 per cent. prem.

Hongkong High Level Tramways Company, Limited—225 per cent. prem.

East Borneo Planting Company, Limited—$48 per share, sellers.

Cruickshank & Co., Limited—$50 per share, ex div., sellers.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

October 29th.

Barometer—9 A.M. ... 30.15
Barometer—1 P.M. ... 30.08
Barometer—4 P.M. ... 30.06
Thermometer—9 A.M. ... 71
Thermometer—1 P.M. ... 75
Thermometer—4 P.M. ... 75
Thermometer—9 A.M. (Wet bulb) ... 63
Thermometer—1 P.M. (Wet bulb) ... 64
Thermometer—4 P.M. (Wet bulb) ... 68
Thermometer—Maximum ... 76
Thermometer—Minimum (over night) ... 70

CHINA COAST METEOROLOGICAL REGISTER.

28th October, 1888, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
W'Vostock	30.25	47	—	N	2	b	—
Tokio	30.20	—	—	SW	3	—	—
Nagasaki	30.25	71	41	NW	1	b	—
Shanghai	30.20	64	68	SE	3	c	—
Amoy	30.11	76	—	NE	8	b	—
Hongkong	30.09	72	61	ESE	4	b	—
Haiphong	30.12	79	84	ENE	1	b	—
Bolinao	29.90	86	48	ENE	2	b	—
Manila	29.96	85	67	NNE	2	c	—

29th October, 1888, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
W'Vostock	30.40	54	69	W	3	b	—
Tokio	30.39	—	—	—	0	—	—
Nagasaki	30.37	68	64	SE	3	c	—
Shanghai	30.21	63	92	SE	2	f	—
Amoy	30.21	68	79	WSW	3	c	—
Hongkong	30.17	74	55	ESE	1	b	—
Haiphong	30.16	77	84	NNE	1	b	—
Bolinao	29.96	84	75	SE	2	b	—
Manila	—	—	—	—	—	—	—

The barometer continues high and gradients steep for N.E. winds. Clear, cool, and rather dry weather prevails.

W. DOBERCK.

Hongkong Observatory, 29th October, 1888.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.09	30.17	30.05
Temperature	72	74	75
Humidity	61	55	63
Direction of wind	E.S.E.	E.S.E.	—
Force of wind	4	1	0
Weather	b.	b.	b.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 29th October, 1888.

VESSELS ON THE BERTH.

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"SPINDRIFT,"

Captain Hall, will be despatched for the above Port TO-DAY, the 30th inst., at NOON.

For Freight or Passage, apply to

RUSSELL & Co., Agents.

Hongkong, 26th October, 1888. [1994

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain McCaslin, will be despatched for the above Port TO-DAY, the 30th inst., at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

Hongkong, 27th October, 1888. [2006

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAILOONG,"

Captain Roach, will be despatched for the above Ports TO-MORROW, the 31st instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 27th October, 1888. [2005

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TELAMON,"

Captain Jackson, will be despatched as above TO-MORROW, the 31st inst.

Passengers for Europe desiring to proceed Overland, can, on application to the undersigned, have their Tickets endorsed for surrender at Algiers, in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express Boats) and thence to Paris or London.

Algiers is 28 hours steam from Marseilles and thence to London occupies about the same time.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1888. [1900

"SHIRE" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"PEMBROKESHIRE,"

D. Williams, Commander, will be despatched for the above Ports TO-MORROW, the 31st inst.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 24th October, 1888. [1988

FOR MANILA.

THE Steamship

"DEEPDALE,"

Captain Sharp, will be despatched on or about WEDNESDAY, the 31st instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 27th October, 1888. [2001

STEAM TO STRAITS AND BOMBAY.

THE P. & O. S. N. Co.'s Steamship

"DECCAN,"

will leave for the above places on FRIDAY, the 2nd November, at NOON.

E. L. WOODIN, Superintendent.

Hongkong, 27th October, 1888. [2002

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.

(Passing through the INLAND SEA).

THE Company's Steamship

"GENERAL WERDER,"

Captain W. von Schuckmann, will leave for the above Ports on or about the 3rd November, &c.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 29th October, 1888. [7

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE.)

THE Company's Steamship

"BELLEROPHON,"

Captain Guthrie, will be despatched as above on MONDAY, the 5th November.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th October, 1888. [2008

FOR SINGAPORE, HAVRE, AND HAMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"LYDIA,"

Captain G. Petersen, will be despatched for the above Ports on TUESDAY, the 6th November, at NOON.

For Freight or Passage, apply to

SIEMSSEN & Co., Agents.

Hongkong, 29th October, 1888. [2011

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN,"

Captain Von Gössel, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 29th October, 1888. [7

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"RAVENNA,"

will leave for the above place about 24 hours after her arrival with the outward English Mails.

E. L. WOODIN, Superintendent.

Hongkong, 23rd October, 1888. [1

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,

LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON WEDNESDAY, the 31st October, at NOON, the Company's Steamship "DJEMNAH," Commandant Vaquier, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 30th Oct., 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th October, 1888. [2

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "SURAT," Captain F. Speck, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, the 7th November, at NOON.

Cargo will be received on board until 4 P.M.; Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo, but Tea and General Cargo at Bombay, arriving one week later than by the direct route viâ Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Superintendent.

Hongkong, 27th October, 1888. [1

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC," will be despatched for San Francisco, viâ Yokohama, on WEDNESDAY, the 7th November, at THREE P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year months, will be allowed a discount of 10 °/. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 18th October, 1888. [4

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship

"HONOLULU,"

Captain Leary, will load here for the above Port, and will have quick despatch.

For Freight, apply to

MELCHERS & Co.

Hongkong, 5th October, 1888. [1715

FOR SAN FRANCISCO.

THE 3/3 A II American Ship

"GREAT ADMIRAL,"

J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 19th September, 1888. [1747

FOR NEW YORK.

THE 3/3 L I I American Ship

"GOVERNOR GOODWIN,"

Captain Pray, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 4th October, 1888. [1853

FOR NEW YORK.

THE 3/3 L I.I. American Ship

"RAPHAEL,"

Harkness, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 15th October, 1888. [192

VESSELS ON THE BERTH.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA,"

2,553 Tons Register, Auld, Commander, will be despatched for VANCOUVER, B.C., via KOBE AND YOKOHAMA, on THURSDAY, the 15th November, at THREE P.M.

To be followed by the Steamships "PARTHIA," on 13th December, and "ABYSSINIA," on 10th January.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria ... (Mex.)	$160.00
To San Francisco	175.00
To all Common Points in Canada and the United States	230.00
To Liverpool	300.00
To London	305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on Board until 4 P.M. on the 14th November.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 26th October, 1888. [8

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY, THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF NEW YORK" will be despatched for San Francisco, viâ Yokohama, on SATURDAY, the 17th November, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities, of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 °/. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 20th October, 1888. [

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON SUNDAY, the 25th day of November, 1888, at 10 A.M., the Company's Steamship "SACHSEN," Captain v. Gössel, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 24th Nov., 1888. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For Further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 29th October, 1888. [7

FOR NEW YORK.

THE British Bark

"CARRIER DOVE,"

Durkee, Master, having only a limited space left, will have quick despatch for the above Port.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents for Charterers.

Hongkong, 25th October, 1888. [1990

FOR NEW YORK.

THE 3/3 L I. I. Norwegian Bark

"ISABEL,"

Howe, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 15th October, 1888. [1928

FOR LONDON AND HAMBURG.

THE 3/3 L I I German Bark

"ADOLPH,"

Westergaard, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 5th September, 1888. [165

FOR NEW YORK.

THE 3/3 L I I American Ship

"P. N. BLANCHARD,"

Oakes, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 5th September, 1888. [1653

FOR NEW YORK.

THE 3/3 L I I American Barque

"WAKEFIELD,"

Captain Crowell, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 24th October, 1888. [1983

VESSELS ON THE BERTH.

FOR NEW YORK.

THE 3/3 L I I American Ship

"LEADING WIND,"

Hinckley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 19th October, 1888. [1956

MAILS EXPECTED.

THE AMERICAN MAILS.

The O. & O. steamer *Gaelic*, with dates from San Francisco to the 29th September, left Yokohama on the 24th, and may be expected here on or about the 30th instant.

The P. M. steamer *City of New York*, with the American mail of the 9th October, leaves Yokohama on the 30th October, and is due here on the 5th November.

THE ENGLISH MAIL.

The P. & O. steamer *Ravenna*, with the English mail of the 28th September, left Singapore on the 25th, and is due here on the 31st instant.

THE GERMAN MAIL.

The N. D. L. steamer *Sachsen*, with the German mail of the 2nd October, left Singapore on the 27th October, and is due here on the 2nd November.

THE CANADIAN MAILS.

The Canadian Pacific steamer *Batavia*, with the Canadian mail, left Yokohama for this port via Shanghai on the 26th October.

The steamer *Duke of Westminster* left Vancouver on the 22nd October for Japan and China.

STEAMERS EXPECTED.

The Glen Line steamer *Glenshiel* left Singapore on the 22nd, and is due here on the 30th instant.

The Shire Line steamer *Pembrokeshire* left Singapore on the 23rd, and is due here on the 30th instant.

The N. G. I. steamer *Bormida* left Singapore on the 25th, and is due here on the 31st instant.

The O. S. S. Co.'s steamer *Bellerophon* left Singapore on the 27th October, and is due here on the 3rd November.

The D. D. R. steamer *Bellona* left Singapore on the 27th October, and is due here on the 3rd November.

The Austro-Hungarian steamer *Elektra* left Singapore on the 29th October, and may be expected here on the 4th November.

The P. & O. steamer *Kashgar* left Bombay on the 27th October, and is due here on the 10th November.

POST-OFFICE NOTICES.

The Postal Guide for 1887, revised to date will be found in the *Daily Press Directory*, p. 385 large edition, p. 701 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For New York.—Per *Spindrift*, to-day, the 30th inst., at 11.30 A.M.

For Amoy and Manila.—Per *Zafiro*, to-day, the 30th inst., at 3.30 P.M.

For Saigon.—Per *Cicero*, to-day, the 30th inst., at 4.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Hailoong*, to-day, the 30th inst., at 5.00 P.M.

For Haifong.—Per *Frejr*, to-day, the 30th inst., at 5.00 P.M.

For Haifong.—Per *Marie*, to-day, the 30th inst., at 5.00 P.M.

For Saigon.—Per *Duburg*, to-morrow, the 31st inst., at 4.30 P.M.

For Foochow, Port Darwin, Sydney, and Melbourne.—Per *Tsinan*, to-morrow, the 31st inst., at 5.00 P.M.

For Straits and Bombay.—Per *Deccan*, on Friday, the 2nd November, at 11.30 A.M.

For Straits Settlements.—Per *Lydia*, on Tuesday, the 6th November, at 11.30 A.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Djemnah* will be despatched on WEDNESDAY, the 31st inst., with Mails for the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Surat* will be despatched on WEDNESDAY, the 7th November, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the mails for Europe, &c. by the English and French Packets, when they leave at NOON. The Money Order Office will be closed at 5 P.M. the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way.)

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of newspapers, books, and patterns ceases.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M. after which hour they may be sent on board this the same late fee.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents
Post Cards, each	3 Cents
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents
Newspapers & Prices Current, each	2 Cents
Registration	10 Cents
Do. with return receipt	15 Cents

Commercial papers signify such papers as though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 cents.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ANGERS, Brit. str., Pinkham.—Adamson, Bell & Co.

CARRIER DOVE, Brit. bk., A. Forsyth.—Order.

GOVERNOR GOODWIN, Amr. ship, S. Pray.—Adamson, Bell & Co.

H. G. JOHNSON, Amr. bk., Colby.—Russell & Co.

INGRABAN, Ger. str., Massmann.—Wieler & Co.

JOHN M. BLAIKIE, Brit. ship, D. F. Faulkner.—Order.

JOHN MCLEOD, brit. ship, J. B. Stuart.—Siemssen & Co.

LEADING WIND, Amr. ship, T. M. Hinckley.—Russell & Co.

MARY L. STONE, Amr. ship, Josselyn.—Pustau & Co.

P. N. BLANCHARD, Amr. ship, Blanchard.—Arnhold, Karberg & Co.

VISAYAS, Brit. str., Ajubita.—Brandao & Co.

INSURANCES.

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co.,
Agents for the Phœnix Fire Office.

Hongkong, 17th August, 1887. [16

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
ESTABLISHED 1870.
HEAD OFFICE,—Hongkong.
CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL	$ 400,000
RESERVE FUND	650,000
CLAIMS PAID	626,000
BONUSES PAID	369,000

RISKS accepted at CURRENT RATES OF PREMIA.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 30th March, 1888. [711

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [17

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.

Hongkong, 18th January, 1884. [167

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.

Hongkong, 1st April, 1885. [661

NORTHERN ASSURANCE COMPANY.

THE Undersigned having been appointed Agents, in conjunction with MESSRS. TURNER & Co., for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. HEWETT & Co.

Hongkong, 8th June, 1888. [1086

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong 16th July, 1887. [19

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [1957

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [15

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [18

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1731

CUTLER, PALMER & Co.
ESTABLISHED IN 1815,

OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Are represented in China by

Messrs. JARDINE, MATHESON & Co. .... *
„ SIEMSSEN & Co. .... *
„ LANE, CRAWFORD & Co. & by .... *
„ H. E. REYNELL & Co. in Japan .... *

Subjoined are some of the items consigned by these well-known Shippers.

SPIRITS.

COGNAC—The popular "4 Star" quality and best.—No better shipped.

COGNAC—The well-known "2 Star" quality.

SCOTCH WHISKY.

The "CARLTON"—11 years old.

The "Heart Shaped Bottle."

The "Square Bottle."

Are C. P. & Co.'s selected Whiskies of perfect quality, each is well matured and free from Fusel oil.

The "GLENLIVET" in round bottles is popular and good.

IRISH WHISKY.

Only one quality consigned, the best.

PORT—"INVALIDS."

Invalids in particular are recommended to select this Wine, it is really an INVALID'S PORT.

SHERRY.

For Connoisseurs the following have their own distinctive merits—

The "INVALIDS" pale, delicate, fine flavor.
"AMOROSO," a Stouter Wine, very popular.
"MANZANILLA," a clean dry appetising Wine.
"SHERRY—WHITE SEAL," a special favorite in China.

CLARET.

Perfectly pure Bordeaux, not loaded to please vitiated palates.

MOUTON ....in quarts and pints.
LAROSE............in quarts and pints.
ST. ESTEPHE ......in quarts and pints.
MARGAUX-MEDOC in quarts and pints.

LIQUEUR.

Bénédictine from the Monastery.

C. P. & Co. are the Sole Consignors of this world wide known Liqueur.

For Prices apply to either of the above Firms marked * [905

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED,

13, PRAYA CENTRAL, HONGKONG.

The TELEPHONE EXCHANGE is now in working order.
Subscription, $80 per Annum.
Electrical Material on sale, or hire.
Electric BELLS fitted and maintained.
Agents for ELECTRIC LIGHTING.
Estimates free for all kinds of Electrical work.

H. F. HAYLLAR,
Acting Agent.

Hongkong, 27th September, 1888. [1629

MONEY! MONEY! MONEY!

SUMS to be lent on FIRST MORTGAGE, $5,000 to $16,000.

For particulars, apply, by letter, to
"Q. E. D."
Care of *Daily Press* Office.

Hongkong, 21st April 1888. [179

INTIMATIONS.

HONGKONG RIFLE ASSOCIATION.

PROGRAMME OF THE SIXTH RIFLE MEETING
TO BE HELD AT KOWLOON,
ON
FRIDAY, NOVEMBER 9TH,
AND
SATURDAY, NOVEMBBER 10TH, 1888.

AGGREGATE VALUE OF PRIZES.

COMPETITIONS OPEN TO ALL COMERS.

1.—ALL COMERS.—First stage, distance 200 yards; second stage, distance 300 yards; No. of shots, seven at each; entrance fee, 30 cents at each; unlimited entries, but Competitors not allowed to take more than one prize at each distance. Twenty prizes, presented by the Association, aggregate value, $122.

2.—ANY RIFLE.—Distance, 800 yards; No. of shots, ten; entrance fee, $1. Two prizes.

3.—ASSOCIATION.—FOR ANY RIFLE.—Distance 900 yards; No. of shots, ten; entrance fee, $1 Two prizes.

4.—CADET'S PRIZE.—Presented—Open to pupils of Hongkong Public Schools under 16 years of age; Rifle, Rock Rifle under 40 Cal.; distance about 150 yards; No. of rounds, seven, and one sighting shot. Four prizes.

COMPETITIONS OPEN TO MEMBERS.

5.—PRESIDENT'S.—Distance, 300 yards; No. of shots, seven; entrance fee, $1. Three prizes.

6.—QUEEN'S 1ST STAGE.—Distance, 200, 500, and 600 yards; No. of shots, seven at each; entrance fee, $1. Three prizes.

7.—QUEEN'S 2ND STAGE.—Distance, 500 and 600 yards; No. of shots, ten at 500 yards; No. of shots, fifteen at 600 yards. Two prizes.

8.—QUEEN'S 3RD STAGE.—Distance, 800 and 900 yards; No. of shots, ten at each; entrance fee, $1. Two prizes.

9.—LADIES.—Open to Lady members or their nominees; distance, 300 yards; No. of shots seven; entrance fee, none. Five prizes.

AGGREGATES OPEN TO ALL COMERS.

10.—VOLUNTEER AGGREGATE.—Restricted to efficient Volunteers whose respective scores in the "All Comers" make up the highest aggregates; entrance fee, $1. Three prizes.

11.—CIVIL SERVICE AGGREGATE.—Restricted to members of the Civil Service whose respective scores in the "All Comers" make up the highest aggregates; entrance fee, $1. Three prizes.

12.—POLICE AGGREGATE.—Restricted to the members of the Police Force whose respective scores in the "All Comers" make up the highest aggregate; entrance fee, $1. Four prizes.

13.—ALL COMERS AGGREGATES.—For competitors whose respective scores in the two stages in the "All Comers" make up the highest aggregates; entrance fee, $1. Three prizes.

14.—LONG RANGE AGGREGATE.—For competitors whose respective scores in the "Any Rifle" and "Association" make up the highest aggregate; entrance fee, $1. Two prizes.

AGGREGATES OPEN TO MEMBERS.

15.—FAREWELL CUP.—Silver Cup presented by the Civilian Members of the Hongkong Rifle Association; open to the Officers of the 58th Regt. and to be won by the highest aggregate score made in the 1st Stage Queen's; entrance fee, none.

16.—NURSERY AGGREGATE.—Restricted to Competitors who have never won a First or Second prize at any previous prize meeting in Hongkong, and whose respective scores at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregates; entrance fee, $1. Two prizes.

17.—HANDICAP AGGREGATE.—For Competitors whose respective scores (with monthly Challenge Cup points added) at 200 and 500 yards in the Queen's First stage make up the highest aggregates; entrance fee, $1. Two prizes.

18.—QUEEN'S AGGREGATES.—For Competitors whose respective scores in the "Queen's three stages" make up the highest aggregates; 1st Stages 200, 500, and 600 yards; 2nd Stages 500 and 600 yards; 3rd Stages 800, and 900 yards; 1st Prize, Silver Cup, presented, value $100. 9 Money prizes, $100, and in connection with the above 3 Extra Money Prizes for aggregates in 1st, 2nd, and 3rd Stages.

ALSO,

A MATCH RIFLE with 300 rounds of ammunition, presented for the competitor whose scores in "All Comers" "President's" and "First" and "Second stages" Queen's make up the highest aggregate. Winner of Cup excluded from taking this prize; entrance fee, $2.

SWEEP-STAKES at Running Man and Vanishing Target. Open to all comers during the meeting. Any Rifle.

Pools at 200, 500 yards and saucer. Open to all comers. M. H. Rifle or Carbine.

CONDITIONS, ETC.

1.—To avoid delay, intending Competitors are strongly advised to enter and obtain tickets for the various competitions before the date of the meeting. Application to be made to the Hon. Secretary, Hongkong Club.

2.—Post entries will be accepted on the ground. Sights, paper or sliding wind-gauges on above, are not allowed.

Persons wishing to join the H. R. Association should send their names, with that of proposer and seconder, to the Hon. Secretary not later than THURSDAY, Noon, 8th November.

Entrance fee, $5; Ladies, $1.

The above programme is subject to alteration. Programmes will be issued in the course of two or three weeks.

A. SHELTON HOOPER,
Hon. Secretary,
HONGKONG CLUB.

Hongkong, 8th October, 1888. [1883

NOW PUBLISHING.

NEW & ORIGINAL SERIAL STORY
FROM THE PEN OF
H. RIDER HAGGARD,

Author of "King Solomon's Mines," "Allan Quartermain," "She," "Jess," &c., &c.

The Proprietors of this Journal are pleased to announce that they have, at a very considerable outlay, made arrangements with H. RIDER HAGGARD—the Author of the most popular and dramatic Stories of our day—by which their Readers will enjoy precedent perusal of a new and unpublished manuscript Story from his pen.

The Title of RIDER HAGGARD'S New Story is
COLONEL QUARITCH, V.C.
And the Opening Chapters appeared in
THE "HONGKONG DAILY PRESS"
OF SATURDAY, 21ST JULY.

In this dramatic work, the author of "She" makes a new departure. Instead of placing his characters in lands remote from civilisation and subjecting them to influences of the most remarkable and unprecedented nature, he has here written an English treasure story of the present day. The hero is a soldier in the British army, a wearer of the Victoria Cross, who returns home from the recent operations in the Soudan, to exchange the perils and privations of warfare in the desert for a series of sensational incidents among pleasant English landscapes, and the ultimate reward of an ancestral home brightened by the beauty of a comely bride. The plot is well contrived, there is strong individualisation in the characters; the scenes are depicted with clearness and a warm glow of local colour, while the main incidents are worked out with power. Not even in "King Solomon's Mines," when entrance is effected into the mysterious chamber, is the thrill greater than when Colonel Quaritch unearths the treasure, hidden away from Cromwell's soldiers, the recovery of which saves an ancient house from ruin.

Hongkong, 26th June, 1888. [1204

SUMMER TIME TABLE.

THE KOWLOON FERRY.
STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 1st June, 1888.

Leaves Kowloon	Leaves Kowloon	Leaves Hongkong	Leaves Hongkong
6.00 A.M.	1.30 P.M.	6.30 A.M.	1.45 P.M.
6.45 „	2.00 „	7.00 „	2.15 „
7.30 „	2.30 „	7.45 „	3.00 „
8.00 „	3.30 „	8.15 „	4.00 „
8.45 „	4.15 „	9.00 „	4.30 „
9.15 „	4.50 „	9.30 „	5.10 „
9.45 „	5.25 „	*10.00 „	5.40 „
*10.15 „	6.00 „	*10.30 „	6.15 „
*10.45 „	6.45 „	12.00 Noon	7.00 „
12.15 P.M.	7.15 „	12.30 P.M.	
12.45 „		1.00 „	

* There will be no Launch on Monday and Friday, on account of scaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [39

FOR SALE.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL.
$22............per case of 1 dozen quarts.
$23............per case of 2 dozen pints.

PAUL DUBOIS & Co.'s
CLARET, GRAND VIN LEOVILLE.
$25............per case of 1 dozen quarts.

CLARET, CHATEAU LAROSE.
$13............per case of 1 dozen quarts.
$14............per case of 2 dozen pints.

PONTET CANET.
$9.50.........per case of 1 dozen quarts.

PALMER MARGAUX.
$7.50.........per case of 1 dozen quarts.
$8.50.........per case of 2 dozen pints.

LORMONT.
$5............per case of 1 dozen quarts.

JOHN WALKER & SONS'
OLD HIGHLAND WHISKEY.
$8............per case of 1 dozen bottles.

ALSO,
CUTLER PALMER & Co.'s
WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [21

FOR SALE.

CHAMPAGNE "MONOPOLE."
—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL }
DRY Do. do. (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,
For Hongkong, China, and Japan.

Hongkong, 1st July, 1885. [1245

FOR SALE.

AT WHOLESALE PRICES.

SACCONE'S SHERRY, PORT, CLARETS, BURGUNDY, HOCKS, CHAMPAGNE.
BRANDIES, WHISKIES.
"EMPIRE" ALE & STOUT.
MACHINERY, GAS ENGINES, "EMPIRE" LUBRICATORS.
SINGER'S SEWING MACHINES.
COOKING STOVES, SCALES.
PAINTS, OILS and VARNISH.
BICYCLES and TRICYCLES.
JUVENILE VELOCIPEDE HORSES and TRICYCLES.
BICYCLE WHEELS FOR JINRICKSHAS.
SODA WATER MACHINERY.
JEYE'S SANITARY COMPOUNDS.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 1st October, 1888. [32

PINE FOR SALE.

JUST ARRIVED.

PRICE Moderate. Has been well patronised by Ship Building Yards and Docks, and is also fit for the Building of Foreign Vessels.

Apply to
ON TYE,
First Floor, No. 19, Bonham Strand.

Hongkong, 22nd October, 1888. [1969

FOR SALE.

TWO FINE COWS.

Apply to
A. D.,
Care of Office of this Paper.

Hongkong, 23rd October, 1888. [1976

LOS FILIPINOS
IMPORTERS OF
TOBACCO AND MANILA CIGARS,
25, POTTINGER STREET.

A Large and varied Stock of best Descriptions of MANILA & OTHER CIGARS, TOBACCO, CIGARETTES.

Wholesale and Retail at Moderate Prices.
INSPECTION RESPECTFULLY INVITED.

SILVESTRE ARLEGUI & Co.,
Proprietors.

Hongkong, 30th May, 1888. [1030

JUST RECEIVED.

DEWAR & Co.'s FINEST OLD SCOTCH WHISKEY.

KWONG SUNG & Co.,
No. 68, Praya.

Hongkong, 11th October, 1888. [1903

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,
WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

4 Vols. IMPERIAL QUARTO, Price, $20.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON:
TRUBNER & Co. 60, PATERNOSTER ROW.
HONGKONG:
DAILY PRESS" OFFICE, WYNDHAM ST.

LEUCHS' TRADE LISTS OF ALL COUNTRIES in 36 VOLUMES.

NOW READY.

The New Editions of ENGLAND, COUNTIES, Vol. 17. SCOTLAND, IRELAND, WALES, and European Possessions, Vol 27a. AMERICA, North, South, Central and West Indies, Vol. 30.

IN THE PRESS.

COLONIAL DIRECTORY of Africa, Asia and Australasia, containing the Colonies of all Nations, and the Independent Empires and States, Vol. 29.

RUSSIA and POLAND, Vol. 24. ITALY, Vol. 26, and other volumes.

C. LEUCHS & Co.,
17, BARRETT'S GROVE, LONDON, N.
ESTABLISHED 1794.

(WRITE FOR PRICE LIST.)

GOOD AGENTS WANTED. [1718

THE FORESHORE RECLAMATION.

PLAN of VICTORIA showing the projected RECLAMATION may be had at the *Daily Press* Office and from the Booksellers. Price, $1.

SHIPPING IN PORT.

SHIPPING IN HONGKONG HARBOUR.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Activ	Oct. 26	Revsbeck	Dan. str	355	Arnhold, Karberg & Co	
Choy Sang	Oct. 21	Balbernie	Brit. str	1951	Jardine, Matheson & Co	
Cicero	Oct. 25	George	Brit. str	1060	Chinese	
Crusader	Sept. 25	J. Ogston	Brit. str	648	Chinese	
Deccan	Oct. 29	P. Case	Brit. str	2022	P. & O. S. N. Co	Bombay
Decima	Oct. 26	A. Dinse	Ger. str	985	Siemssen & Co	
Deep sle	Oct. 29	Sharp	Brit. str	1715	Adamson, Bell & Co	Manila
Djemnah	Oct. 29	Vaquier	Fr. str	2785	Messageries Maritimes	Europe
Duburg	Oct. 27	Bartelsen	Ger. str	921	Melchers & Co	
Falkenburg	Oct. 11	H. Bartels	Ger. str	988	Melchers & Co	
Fatshan	June 15	S. W. Goggin	Brit. str	1425	H. C. & M. Steamboat Co	Canton
Gen. Werder	Oct. 26	Schuckmann	Ger. str	1820	Melchers & Co	Yokohama
Hailoong	Oct. 27	Roach	Brit. str	783	Douglas Lapraik & Co	Coast Ports
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	J. B. Lefavour	Brit. str	1844	H. C. & M. Steamboat Co	Canton
Kinkiang	—	W. E. Clarke	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kiung-chow	—	W. S. McIver	Brit. str	286	H. C. & M. Steamboat Co	
Marie	Oct. 27	Ricke	Ger. str	704	A. R. Marty	
Melita	Oct. 27	H. Morck	Ger. str	339	Wieler & Co	
Metapedia	Oct. 27	Purvis	Brit. str	1454	Takasima Colliery	
Miike Maru	Oct. 27	Pyne	Jap. str	2080	Mitsui Bussan Kaishia	
Namoa	Oct. 17	Peacock	Brit. str	864	Douglas Lapraik & Co	
Nerbudda	Sept. 27	T. E. Gillett	Brit. str	1948	Jardine, Matheson & Co	Sourabaya
Ningchow	Oct. 28	Wm. Durdin	Brit. str	1700	Arnhold, Karberg & Co	London
Pasig	—	—	Brit. str	284	Chinese	
Phra C Klao	Oct. 19	J. Fowler	Brit. str	1012	Yuen Fat Hong	Bangkok
Phu-quoc	Oct. 11	Robin	Fr. str	189	Chinese	
Pilot Fish	—	Stopani	Brit. str	117	H. & W. Dock Co	
Powan	—	J. P. Hoyland	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Septima	Oct. 24	P. Hansen	Ger. str	783	Geo. R. Stevens & Co	Kobe
Soochow	Oct. 28	T. Rowin	Brit. str	827	Chinese	
Spindrift	Oct. 29	Hall	Brit. str	2010	Russell & Co	New York
Taisang	Oct. 28	Jackson	Brit. str	1505	Jardine, Matheson & Co	Calcutta
Tainan	Oct. 27	Allison	Brit. str	1560	Butterfield & Swire	Australia
Visayas	Oct. 1	J. Ajubita	Span. str	406	Ban Ho & Co	
Zafiro	Oct. 28	McCastin	Brit. str	675	Russell & Co	Manila

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adolph	Aug. 8	Westergaard	Ger. bk	867	Arnhold, Karberg & Co	Hamburg
Carrier Dove	Oct. 7	A. Forsyth	Brit. bk	1026	Arnhold, Karberg & Co	New York
Diana	Oct. 2	Petersen	Nor. bk	764	Order	
Figaro	Oct. 6	G. Heinzel	Ger. bk	1006	Melchers & Co	
Foochow	Oct. 11	Schmiegelow	Siam. bg	300	Chinese	
Gov. Goodwin	Oct. 1	S. Pray	Amr. sh	1459	Siemssen & Co	New York
Great Admiral	Sept. 18	Jas. Rowell	Amr. sh	1497	Russell & Co	S. Francisco
H. E. Tapley	Sept. 5	McConnachy	Brit. bk	907	Gibb, Livingston & Co	
H. G. Johnson	Oct. 26	Colby	Amr. bk	1027	Russell & Co	
Honolulu	Oct. 2	Leary	Brit. sh	1509	Melchers & Co	S. Francisco
H. Printzberg	Oct. 21	E. Ahrens	Ger. bk	538	Melchers & Co	
Itan	Oct. 10	Regnier	Fren. bk	542	Melchers & Co	
J. M. Blaikie	Oct. 8	Faulkner	Brit. sh	1778	Order	
John McLeod	Sept. 21	J. B. Stuart	Brit. sh	1500	Siemssen & Co	
Leading Wind	Oct. 9	Hinckley	Amr. sh	1159	Russell & Co	New York
Mary L. Stone	Oct. 12	Joscelyn	Amr. sh	1420	Pustau & Co	New York
Montara	Oct. 21	Otto Kessler	Ger. sch	75	Russell & Co	
Naupactus	Oct. 4	Lovitt	Brit. sh	1399	Master	
P. N. Blanchard	Sept. 25	Blanchard	Amr. sh	1504	Arnhold, Karberg & Co	New York

SHIPPING IN CHINA WATERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
			MACAO.			
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	
Recorder	May 25	J. H. Dutton	Brit. str	—	Order	
White Cloud	—	W. J. Risby	Brit. str	652	H. C. & M. Steamboat Co	Canton
			WHAMPOA.			
Peking	Oct. 28	Bevermann	Ger. str	856	Siemssen & Co	
			CANTON.			
Ch'ren Kamrye	—	Krag	Siam. bk	419	Chinese	
Colombo	June 10	Griff	Chi. bk	636	Order	
Diamond City	July 10	F. Suss	Siam. bk	261	Yuen Fat Heng	
Falcon	—	Jorgensen	Siam. bk	355	Chinese	
Hei Cheong	Sept. 4	Thomsen	Brit. bk	325	Chinese	
Rapid	June 11	Steinbring	Siam. bk	429	Chinese	
			SWATOW. In PORT on 22ND OCTOBER, 1888. STEAMERS.			
Anton		Aerebce	Ger. str	398	Order	
Haiphong		Harris	Brit. str	1122	Jardine, Matheson & Co	
Hoihow		Gyles	Brit. str	895	Butterfield & Swire	
			AMOY. In PORT on 23RD OCTOBER, 1888. STEAMERS.			
China	Oct. 21	P. Haye	Ger. str	1093	Lloyd, K. T. P. & Co	
Haiphong	Oct. 23	Harris	Brit. str	1122	Russell & Co	
			SAILING VESSELS.			
Andreas	Oct. 22	F. Hayer	Ger. bk	424	Pasedag & Co	
Johannes Aremer	Oct. 21	E. Eggers	Ger. sch	280	Pasedag & Co	
Orient	Oct. 22	W. G. Roder	Ger. bk	461	H. A. Petersen & Co	
Ribston	Sept. 9	Neave	Brit. bk	397	H. A. Petersen & Co	
Sebastian Bach	Oct. 15	Schneider	Ger. bk	812	H. A. Petersen & Co	
			FOOCHOW. In PORT on 20TH OCTOBER, 1888. STEAMERS.			
Hector	Oct. 23	H. Batt	Brit. str	1589	Butterfield & Swire	
			SHANGHAI. In PORT on 24TH OCTOBER, 1888. STEAMERS (EXCLUSIVE OF RIVER CRAFT).			
Canton	Oct. 24	Bremner	Brit. str	1110	Jardine, Matheson & Co	
Cass	Oct. 22	Hogg	Chi. str	704	C. M. S. N. Co	
Chi-yuen	Oct. 23	Null	Chi. str	112	C. M. S. N. Co	
Djemnah	Oct. 12	Vaquier	Fr. str	2485	Messageries Maritimes	
Fuh Wo	Oct. 22	Davis	Brit. str	618	Jardine, Matheson & Co	
Fushun	Oct. 24	Croad	Chi. str	1508	C. M. S. N. Co	
Glenfalas	Oct. 18	Ferguson	Brit. str	1408	Jardine, Matheson & Co	
Hae-an	Oct. 21	Lancaster	Chi. str	920	C. M. S. N. Co	
Hsa-Chang	Oct. 13	Rowe	Chi. str	325	C. M. S. N. Co	
Kiang-kwan	Oct. 24	Knights	Chi. str	1030	C. M. S. N. Co	
Nieratsin	Oct. 24	Weber	Ger. str	731	M. B. Kaishia	
Pechili	Oct. 23	Peters	Brit. str	827	Jardine, Matheson & Co	
Peking	Oct. 19	Benermann	Ger. str	954	Siemssen & Co	
Smith	Oct. 29	Jordan	Chi. str	704	C. M. S. N. Co	
Surat	Oct. 19	F. Speck	Brit. str	1677	P. & O. S. N. Co	
Telamon	Oct. 19	Jackson	Brit. str	155	Butterfield & Swire	
Tokio-maru	Oct. 22	Wynn	Jap. str	1860	Nippon Yusen Kaishia	
Wuchang	Oct. 2[illegible]	Vallack	Brit. str	800	Butterfield & Swire	
			SAILING VESSELS.			
Isabel	Oct. 13	Ostraadt	Nor. bk	1260	Pustau & Co	
Siam	Sept. 24	Lange	Siam. bg	225	Butterfield & Swire	
			TIENTSIN. In PORT on 6TH OCTOBER, 1888. STEAMERS.			
Fungshun	Oct. 6	Tisdall	Chi. str	803	C. M. S. N. Co	
Sinn-cheng	Sept. 2[illegible]	Cammartin	Fr. str	190	Forbes, Graham & Co	
Taku	Oct. 6	Bradley	Brit. str	608	Jardine, Matheson & Co	
Wuchang	Oct. 6	Vallock	Brit. str	800	Butterfield & Swire	
			SAILING VESSELS.			
Altair	Sept. 25	Munro	Brit. bk	399	Chinese	
Dorothy	Sept. 24	Croal	Brit. bk	310	Master	
Hilda	Sept. 26	Thomsen	Brit. sch	306	Chinese	
Sin Kolga	Sept. 26	Jensen	Brit. bk	542	Chinese	

VESSELS ARRIVED HOME FROM PORTS IN CHINA, JAPAN, & MANILA.
(Per last Mail's Advice.)

Bellona (s.)............Yokohama, &c........Aug. 30
Orestes (s.)............Shanghai, &c........Sept. 1
Palinurus (s.)..........Shanghai, &c........Sept. 2
Ching Wo (s.)...........Yokohama, &c........Sept. 4
Ajax (s.)...............Shanghai, &c........Sept. 4
[illegible]shire (s.)...Yokohama, &c........Sept. 6
[illegible] (s.)........Nagasaki, &c........Sept. 9
[illegible].............Hongkong............Sept. 10

VESSELS ARRIVED AT HOME.
(Continued.)

Monmouthshire (s.) Shanghai, &c........Sept. 10
Cascapedia (s.) ... Manila..............Sept. 11
Centennial .... Hongkong............Sept. 11
Cassandra (s.) .... Yokohama, &c........Sept. 11
Glenfruin (s.) .... Manila..............Sept. 12

VESSELS EXPECTED AT HONGKONG
(Corrected to Date.)

Pallas .... Middlesb' via L'pool May 15

SHIPPING IN JAPANESE WATERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
			NAGASAKI. In PORT on 17TH OCTOBER, 1888. STEAMERS.			
Chefoo	Oct. 16	Nelson	Brit. str	684	Holme, Ringer & Co	
Signal	Sept. 25	Meyer	Ger. str	385	C. E. Boeddinghaus	
Teh Hung	Aug. 25	F. Lake	Amr. str	71	G. W. Lake & Co	
Wismar	Oct. 16	Garonitsk	Ger. str	556	Holme, Ringer & Co	
			SAILING VESSELS.			
Kosaki-maru	—	Christensen	Barge	400	Nippon Yusen Kaishia	
Raphael	Sept. 13	Harkness	Amr. sh	1543	M. Adams & Co	
			KOBE. In PORT on 20TH OCTOBER, 1888. STEAMERS.			
Benvenue	Oct. 15	Thomson	Brit. str	1497	Cornes & Co	
Gen. Werder	Oct. 18	Schuckmann	Ger. str	1900	H. Ahrens & Co., Nach	
Mino-maru	Oct. 16	Honda	Jap. str	553	Nippon Yusen Kaishia	
Tsinan	Oct. 17	W. N. Allison	Brit. str	1459	Butterfield & Swire	
Verona	Oct. 19	Horne	Brit. str	1576	P. & O. S. N. Co	
Yamashiro M.	Oct. 18	Young	Jap. str	1298	Nippon Yusen Kaishia	
Yenoshima	Aug. 29	—	Amr. str	136	E. Kildoyle	
Yechigo Maru	Oct. 17	Okuma	Jap. str	751	Nippon Yusen Kaishia	
			SAILING VESSEL.			
Coronae	Oct. 18	Pedersen	Nor. bk	456	J. de Vigan	
Governor Robie	July 25	Blanchard	Amr. sh	1627	R. Isaac & Bros.	
R. D. Rice	Aug. 26	Jordan	Amr. sh	2134	C. & J. Trading Co	
			YOKOHAMA. In PORT on 20TH OCTOBER, 1888. STEAMERS.			
Euphrates	Oct. 17	J. Edwards	Brit. str	1299	Smith, Baker & Co	
Lydia	Oct. 17	G. Petersen	Ger. str	1170	Simon, Evers & Co	
Meiji-maru	Oct. 13	Allen	Jap. str	1027	Lighthouse Department	
Saghalien	Oct. 19	Homery	Fr. str	2544	Messageries Maritimes	
Saikio Maru	Oct. 19	Walker	Jap. str	1760	Nippon Yusen Kaishia	
Yangtse	Oct. 6	Lormier	Fr. str	2422	Messageries Maritimes	
			SAILING VESSELS.			
Arizona	Oct. 9	Robins	Brit. bk	1085	C. & J. Trading Co	
Cheshire	Oct. 15	Crosby	Brit. bk	1320	C. & J. Trading Co	
Coronet	Sept. 17	Crosby	Am. ycht	152	Bush	
Diana	Sept. 25	Petersen	Am. sch	75	Master	
Nemo	June 23	Snow	Brit. sch	99	Master	

SHIPPING IN SOUTHERN PORTS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
			MANILA. In PORT on 17TH OCTOBER, 1888. STEAMERS.			
Diamante	Oct. 15	Cobban	Brit. str	514	Warner Blodgett & Co	
Don Juan	Oct. 8	Marques	Span. str	654	F. L. Rozas	
Espana	Oct. 18	Zavala	Span. str	594	J. Reyes	
Salvadora	Oct. 9	Conte	Span. str	685	J. Reyes	
			SAILING VESSELS.			
Africa	Aug. 30	Buchanan	Brit. bk	1131	Smith, Bell & Co	
Austria	July 11	Nabin	Brit. bk	1106	W. F. Stevenson & Co	
Big Bonanza	Aug. 3	Stevenson	Amr. sh	1899	Warner, Blodgett & Co	
C. W. James	July 12	Crosby	Brit. bk	825	Forwell & Co	
Fort James	Aug. 1	Houston	Amr. sh	1586	Order	
Granite State	Aug. 22	Ross	Amr. sh	1624	Warner, Blodgett & Co	
Jas. S. Stone	Sept. 21	Bars	Amr. bk	675	Smith, Bell & Co	
J. E. Ridgway	Aug. 16	Call	Amr. sh	1720	Order	
J. V. Troop	July 14	Fris	Brit. sh	1989	Order	
Landakh	Sept. 19	Thomas	Brit. sh	1941	Smith, Bell & Co	
Ringleader	Aug. 27	Entwisle	Amr. sh	1145	Ker & Co	
St. S. Bernard	June 25	Andrews	Brit. bk	1200	W. F. Stevenson & Co	
Strathay	Aug. 13	Urkuhart	Brit. bk	1021	Chinese	
W. H. Lincoln	Sept. 13	Daby	Amr. sh	1675	Ker & Co	
			HAIPHONG. In PORT on 21ST OCTOBER, 1888. STEAMERS.			
Deepdale	Oct. 14	Sharp	Brit. str	1713	Denis Freres	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT
Alacrity	d.-s. steel despatch boat	4	3180	Com. R. B. Maconochie	Yokohama
Cockchafer	gunboat	4	470	Lt.-Com. E. E. Maxwell	Shanghai
Constance	corvette	14	2590	Captain J. C. Keppel	Yokohama
Cordelia	corvette	10	2420	Captain H. H. Boys	Yokohama
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lt.-Com. R. T. Smith	Hongkong
Firebrand	composite gunboat	4	460	Com. Denison	Singapore
Heroine	corvette	8	1470	Captain C. J. Balfour	Yokohama
Imperieuse	double-screw iron frigate	10	—	Capt. Wm. H. May	Yokohama
Leander	cruiser	10	5000	Capt. Martin J. Dunlop	Cruising
Linnet	gunboat	5	1050	Com. W. H. Marrack	Yokohama
Merlin	composite gunboat	4	430	Lt.-Com. W. M. Maturin	Hongkong
Mutine	composite sloop	10	1120	Com. J. H. Martin	Yokohama
Orion	armour-plated ship	4	4040	Captain H. J. Carr	Singapore
Porpoise	composite gunboat	6	—	Com. R. W. White	Kobe
Rambler	composite gun-vessel	3	670	Com. W. Usborne Moore	
Rattler	composite gunboat	6	1200	L.-C. Maitland-Dougall	Nagasaki
Sapphire	corvette	12	2560	Capt. W. C. Karslake	Kobe
Satellite	corvette	8	1400	Capt. T. W. P. Nashan	Nagasaki
Solent	torpedo mining launch	—	—	—	Hongkong
Swift	double-screw gun-vessel	2	1010	Com. Hon. R. Bingham	Kobe
Tweed	double-screw gun-vessel	3	840	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Maxwell	Hongkong
Wanderer	composite sloop	3	750	Com. G. A. Gifford	Kobe
Wivern	turret ironclad	4	1450	In reserve	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Brooklyn	American frigate	14	1203	Capt. Byron Wilson	Yokohama
Essex	American corvette	6	—	Captain T. F. Jewell	Yokohama
Marion	American corvette	8	—	Capt. H. Mays	Shanghai
Monocacy	American gunboat	6	750	Com. Henry Glass	Yokohama
Omaha	American corvette	—	—	Capt. Curtis	Shanghai
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Kobe
Fasana	A.-H. frigate	—	—	E. von Wohlgemuth	Hongkong
Abtao	Chilian gunboat	—	—	Capt. A. Fernandes	Yokohama
Zilveren-Kruis	Dutch corvette	10	—	Captain Jockes	Hongkong
Aspic	French gunboat	4	—	Captain Malapert	Nagasaki
Chasseur	French gunboat	—	—	Captain Le Gorree	Haiphong
Comete	French gunboat	—	—	Lieut. Martel	Haiphong
Lutin	French gunboat	—	—	Commander Nenny	Haiphong
La Clocheterie	French corvette	16	450	Captain de Barbeyrac	Tourane
Parseval	French gunboat	—	—	Commander Forat	Shanghai
Pluvier	French gunboat	—	—	Captain Tourert	Haiphong
Primauguet	French corvette	17	550	Captain Veron	Nagasaki
Turenne	French frigate	—	—	Captain Dupuis	Nagasaki
Vipère	French gunboat	4	100	Com. L. B. G. Marolles	Nagasaki
Bismarck	German corvette	—	—	Captain Aschmann	Singapore
Carola	German corvette	—	—	Captain von Raven	Singapore
Iltis	German gunboat	4	340	Lieut.-Com. von Eickstedt	Chefoo
Nautilus	German gunboat	4	1600	Commander von Bowa	Cruising
Sophie	German corvette	—	—	Captain Von Kohlhoar	Singapore
Wolf	German gunboat	2	340	Lieut.-Com. Kittsteiner	Foochow
Rio Lima	Portuguese gunboat	5	100	Com. J. R. Santa Barbara	Hongkong
Tejo	Portuguese gunboat	—	—	Captain Caminha	Macao
Bobre	Russian cruiser	15	1100	Capt. Menschikoff	Chemulpo
Dimitri Donskoi	Russian frigate	23	—	Captain Sourjoloff	Vladivostock
Koreyets	Russian gunboat	—	—	Captain Osteletsky	Nagasaki
Mandaur	Russian cruiser	—	—	—	Vladivostock
Nayesdnik	Russian cruiser	9	258	Captain Zarine	Nagasaki
Razboinick	Russian cruiser	—	—	Captain Wulf	Vladivostock
Rynda	Russian corvette	10	—	Commander Avellan	Shanghai
Seevooch	Russian cruiser	18	—	Captain Surief	Vladivostock
Vitiaz	Russian corvette	12	—	Commander Makaroff	Vladivostock
Vostock	Russian gunboat	4	—	Commander Molchonsky	Vladivostock
Aragon	Spanish cruiser	1	2500	Capt. D. E. Zarraga	Manila

Printed and Published by B. CHATTERTON WILCOX, Wyndham Street, Hongkong.